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1844 - 1944

Volume CLXXVIII No. 2324

The SPHERE, London, August 5, 1944

THE SPHERE

With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly

THE AMERICANS CAPTURE COUTANCES IN THEIR BIG SWEEP FORWARD TOWARDS THE SOUTH-WEST OF THE CHERBOURG PENINSULA: a scene in the centre of the town just after its occupation, showing the rutted street through which the tanks had passed.

Not a civilian is to be seen in this picture, and but three American soldiers. Coutances was taken by a U.S. Armoured Division, whose tanks and guns had already passed through when this first picture was taken. The swift advance had taken the Germans by surprise and swept them right out of the town. Later, the enemy began mortaring the dead town in a vain attempt to delay the onward surge of the tanks, but the mortar batteries were located and silenced. Coutances, like so many other towns in the path of the war, is in partial ruins, but its fine Gothic cathedral has not been irreparably damaged

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A WAR NEWSLETTER —No. 257

1, NEW OXFORD STREET, W.C.1

God Moves in a Mysterious Way.—Hitler, Goebbels assures the Germans, is under the direct protection of God. His enemies can't touch him even with a big bomb at 6-ft. range. I do not penetrate the mysteries of Heaven's methods, but crave leave to doubt that Hitler is the fortunate youth or Germany the safer and happier for his escape. "Whom the Gods love . . ," I have more than once thought (and said) that in the past two years his intuition, political and military, has had the value of four army groups and two complete Air Forces added to the Allied side. I can think of only one *clever* thing which could be attributed to him in recent months or years (and even that was due to necessity and not to forethought)—he gave England a spell of immunity from air bombardment which, if he had continued it longer, would have brought again to blossom all our national sentimentality and tolerance. We should soon enough have been "fraternising" with our "poor, beaten enemy" (as even now is the case with our fighting men vis-à-vis the newly-caged prisoners at the front); and we had already begun again to think in terms of private property and individual and party ambitions. Then, mercifully, he had another "intuition" and launched the flying bomb, which has stopped the rot. . . .

He is our doughtiest ally. Long live Hitler! A fortunate youth under God's special protection? Think of him to-day. Never knowing when the next bomb will go off. No longer able to trust his trusted valets, his sworn bodyguard, his last created marshal, his oldest *fidus Achates*. Is Goebbels *sound*? Is Göring? Will Himmler misuse his new power? Think, too, of the Army, now in its hour of greatest danger. Never able to believe an order without elaborate verification. Never sure that any single message or instruction is not a forgery or a fake; certain only of one thing: that confidence and unity have fled for ever from the Army and from the Nation and can never be restored; certain that the bloodiest of blood purges can but increase the disunity in the ranks and lack of confidence in the Leader.

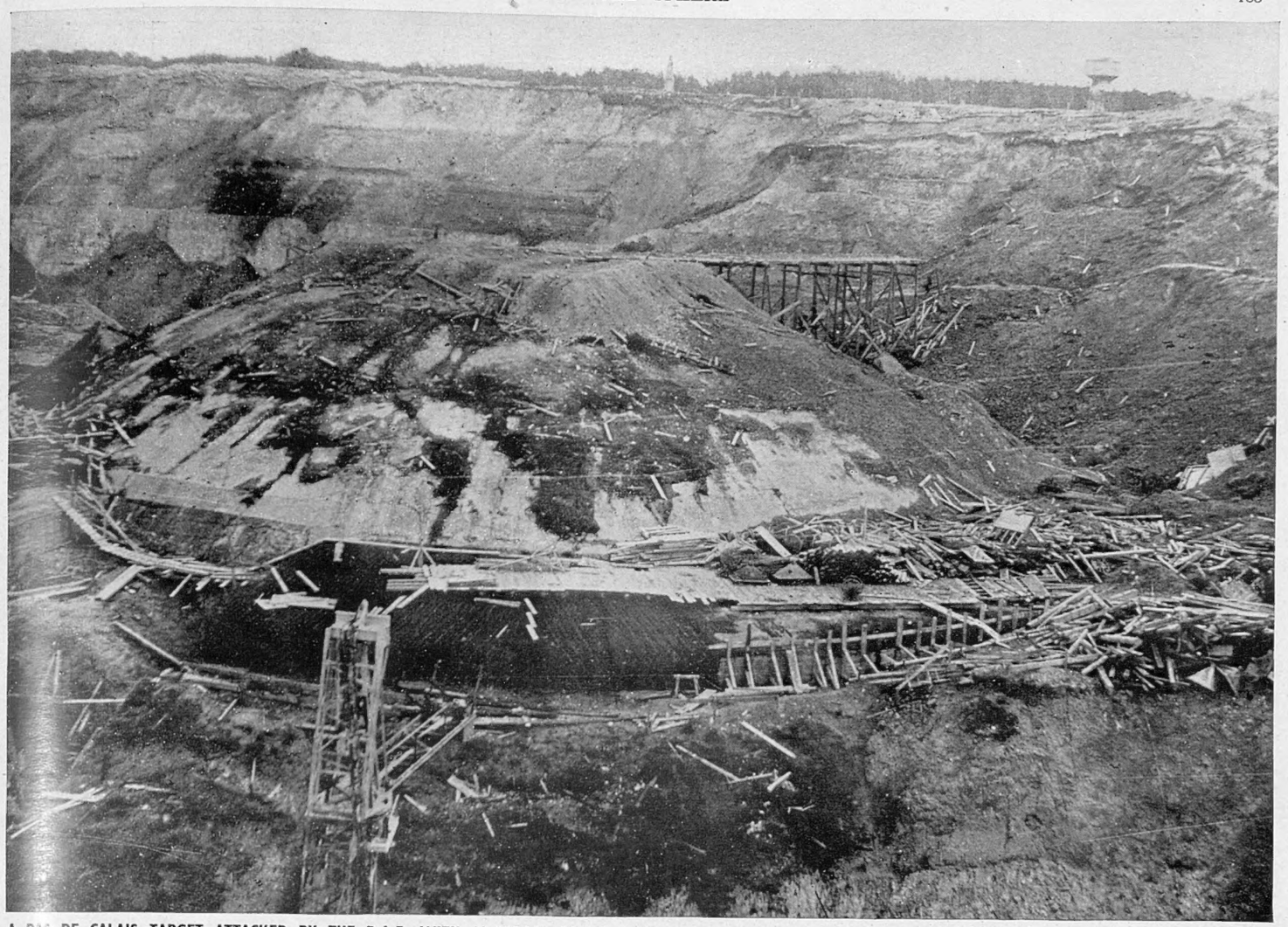
"Wind" and Rumour.—An anatomy by some psychologist one day of the history and reactions of the Flying Bomb phase of this war will produce some interesting findings. I might venture to summarise a few of them in advance: (1) The campaign proved to be one of Hitler's worst (or for our part, best) intuitions. I have dealt with this point elsewhere, and will not repeat. (2) The new missile affected the imagination of those who lived on the fringe of Robotshire much more than of those who lived in the heart and capital of the Shire. (3) It caught the imagination of women more than of men. In the blitz of '40-'41, the women, every bit as staunch as the men, proved much less imaginative, and stood the strain better. But this "mystery" weapon awoke their imagination. On the fringe of Robotshire there was far too much rumour-mongering, and a vicious circle of mutual intimidation was engendered. Quite unimportant, but to be deplored. (4) This is curious. The Robot is simply a shell, fired from a "gun with a worn barrel," i.e., hopelessly inaccurate. All "wind" is comparative. What degree of security would a division from the trenches in 1917 have given to a rest-billet area allotted to them *over which the enemy sent six shells every twenty-four hours?* The answer is: *Absolute security*. On the fringe of Robotshire that was about the extent of the trial—and the "wind" was out of all proportion to the risks. Never strong, it was stronger than it needed to be. (5) Statisticians have proved that risk of death or maiming was greater on the roads of England in 1938-39 than on the fringe, or even in the outer heart, of Robotshire in June-July, 1944. And in both cases the odds were assessed by some in millions to one, by others in tens of thousands. You would not put your shirt on an outsider for the 2.30, quoted at 10,000 to 1. (6) "Wind" is comparative. But it is also cumulative. For five years the women of Southern England have never been totally free from that anxious speculation about what might fall from the clouds. And they have come through that gruelling test superbly and even better than their menfolk at home. They have refused to break down from overwork and over-anxiety.

From Generation to Generation.—August 4, 1944, has unusual significance as an anniversary of the opening of World War No. 1. Thirty years are commonly regarded as the life of a generation. Men are born and die, and spend half their lives in growing to maturity and declining to the grave. Thirty years are about the extent of the active life and influence of a generation. The generation of men now in their fifties may be said to have passed the whole of their active years in war or under the shadow of war; many of the best of that generation gave their lives to make an end of wars. But in vain. Their sons have now given their lives in the same good cause, and this time we vow the sacrifices and the agony and the waste shall not be in vain. We mean to give the aggressors a sharp lesson. But the Four Horsemen will only grin and chuckle when they are temporarily driven from the Field unless mankind realises in time that only a permanent change of heart and conscience can make an end of war. Punishment and partition and policing of the guilty nations will never do the business. The curse will fall on generation after generation unless men, individually and in groups of nations, turn their hearts and clear their consciences and, nationally and internationally, shape their lives henceforth on the pattern of Christian teaching. That teaching admits of no exceptions, and latterly it has embarrassed even the Bench of Bishops. Our duty to our neighbour presupposes selflessness and service; but it insists also, inconveniently, on forgiveness. And to-day, after thirty years of hate and suspicion, rising to ever new crescendos, Hitler has ordained that war at last shall be total war, and it will be, no doubt. It must be admitted that the conditions necessary to secure permanent peace are not brought much nearer than they were in 1925. The "cessation of hostilities" is not the same thing. It may afford an opportunity; it will be thickly strewn with temptations to strengthen once more the vicious circle within which mankind lives miserably and dies untimely.

WHEN FREEDOM COMES TO AN ENSLAVED PEOPLE. The liberated citizens of Rome scan the journals which now bring them the news free from distortion. After twenty-two years of Fascist control, the Italian papers of Rome can now speak freely once again—one of the greatest of the benefits brought by the Allies. The Italian newspapers, freed of the corrupt control of Mussolini's henchmen, are being published with the assistance of the Psychological Welfare Branch of the United Nations' News Service. There is no political censorship prior to publication, but editors are held personally responsible for any breach of security: otherwise, they are not harassed. The journalistic staffs are recruited from both Italian and Allied journalists. The populace have taken to the new freedom with the greatest eagerness, scanning and discussing all the exciting new ideas they are now allowed to discuss openly

The Lighter Side of War.—July 26 was a notable day among the most notable months in Russia's long history. On that day the Moscow batteries fired so many salvoes that the serious question arose in calculating, cautious minds whether the powder expended on saluting victories would leave enough powder for new victories which, in turn, would require more powder for commemoration. In short, a vicious circle—but, in fact, most vicious to Nazi eyes. Fortunately, the people of Moscow never do go to bed, in peace or war. Turning to Normandy, I observe a picture of Montgomery with Mr. Churchill, and an umbrella. Now, if Mr. Churchill had carried the umbrella . . . !—but that would not be an item in the lighter aspects of war. British Prime Ministers have ceased to carry umbrellas. They went out of fashion with Chamberlain. Montgomery is not conventional. In my life I only knew one other soldier who carried an umbrella on his military occasions—an old friend, Colonel Robin Buxton, who used one on wet mornings in old Yeomanry days, in total disregard of the beetling brows of the beetroot-faced Inspector of Cavalry. Yet how sensible a protection it is! How often I longed for an umbrella as a cavalryman in ancient wars. What better protection from the weather for a fox-holing foot-slogger than a camouflaged umbrella with adjustable bayonet-holder? Probably, the ban dates back to the Duke of Cambridge who was a stone-age dieh:rd. In the Reich, Hitler is taking a note from Chamberlain's book. He is putting up a quantity of umbrellas whose function it is to protect his head from the gathering storm. They may be rainproof. They may be bombproof. They are not doom-proof.

The Iron is Hot.—*Strike while the iron is hot.* That *struck* every one of us from armchair critic to fox-hole occupant, from fighting-leader-writer to fighting leader. The iron in Germany during the purge was molten hot, and that was the god-sent moment to redouble the hammer blows. And in spite of the weather all jumped to it. The air overhead resounded to a titanic roar of machines bound for Germany and occupied territory, non-stop day and night. In Normandy our armies pushed on again through the mist and mud. In Russia the steam-roller converted itself into a Bentley. In Italy the pursuit of the enemy quickened all along the line. The Adriatic bases of the Nazis felt the increased tempo. All Germany and wherever in Europe two or three (Nazis) were gathered together were aware of the movement. Blockbusters came through the roofs of war factories, oil tanks, railway-stations. Bombs and rockets came in through the windows and doors of war commanders practising the new Hitler salute. And bombs and pamphlets showered down on enemy concentrations. "We bombed 'em and burnt 'em and told 'em what to do about it." With so many printed instructions, the Nazi rank and file can have found no situation left unexplained. "Advance," "retire," "right turn," "left turn," "heil Hitler," "damn Hitler"—they pay their money and they take their choice. But the element of doubt cannot be eliminated even by a spate of pamphlets from the best advisers from every possible angle. And Doubt is an ill-companion in a fox-hole or even pillbox. THE OLD STAGER



A PAS DE CALAIS TARGET ATTACKED BY THE R.A.F. WITH 12,000-LB. BOMBS : A large concrete structure believed to be connected with the enemy's threatened use of long-range rockets. This picture shows the large concrete dome covering the underground workings : in the dark entrance can be seen steel reinforcing rods used in the concrete construction. In the foreground is the top of the 100-ft.-high hammerhead crane

ANOTHER RECONNAISSANCE PHOTOGRAPH OF THE SITE. 1—The large concrete dome covering the underground workings ; 2—a large hammerhead crane used in the construction ; 3—a concrete blockhouse already completed ; 4—a square concrete structure in course of construction

A NORMANDY ROCKET-BOMB SITE?

An R.A.F. reconnaissance Mosquito has brought back ground-level pictures of a large concrete structure in the Pas de Calais area after two attacks were made on it by R.A.F. "heavies." The structure, believed to be connected with the enemy's threatened use of long-range rockets, was attacked in daylight on July 17 with 12,000-pounder bombs, and on the evening of July 20. The works, built at the edge of a quarry, were mainly underground ; several tunnels led to them, and they were topped by a massive concrete dome. In the July 17 attack, two, and possibly three, 12,000-pounders burst right on this target. As a result, much of the cliff face collapsed, and a great deal of the concrete structure round the dome was affected. Tunnels leading to the underground workings were blocked, railway lines were disrupted and a general subsidence took place in the quarry itself. Todt organisation gangs were working to repair the damage when the site was photographed after the first attack, but this work was upset by Bomber Command's visit on July 20, when the main targets were the machinery, railways, etc., needed to bring up raw materials to repair the damage

THE LAST PHOTOGRAPH TAKEN BY THE RECONNAISSANCE MOSQUITO before it left the quarry. It shows the gap under the dome and the concrete structure leaning over. Timber props used in the constructional work can be seen lying scattered in all directions. *(This picture should be turned round, to bring it upright)*

IN ACTION IN FRANCE

Pictures from the British and American Sectors in Normandy Showing how the Allied Fighting Men Face Death at Close Quarters against the Germans in the Front Line

BRITISH INFANTRY UNDER MORTAR FIRE TAKE COVER BY THE ROADSIDE as they advance to take Verson and Eterville. A picture taken during the first of the many battles around Caen, July 10 and 11, when British troops were involved in fierce battles. The men of an infantry brigade who took Verson then advanced to Eterville, which they captured in the face of heavy mortar fire and shelling. The cornfields surrounding the objective were infested with enemy snipers. Those who have experienced such things say that to withstand a bombardment by mortars—and sniping—requires steady nerves. Bren-carriers are here being used to give protection to the infantry

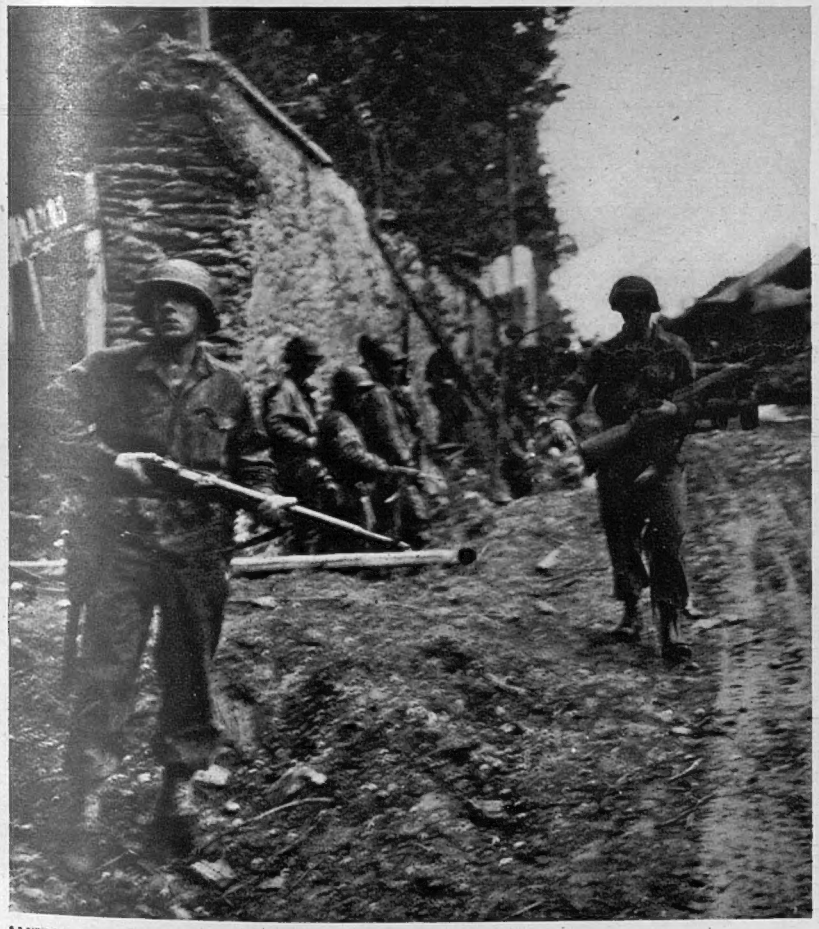
ON THE ROAD TO ST. LO. An American infantryman has picked up a German, wounded in the savage fighting in this sector, and is helping him on to a half-track vehicle. The Nazi had been abandoned at the roadside by his comrades. Around St. Lo, each hedgerow was a German strong-point, with trenches, deep shelters, barbed-wire and good observation; in addition, many tanks were brought into action by the enemy

HOW THE VILLAGE OF SAINTENAY WAS STORMED BY THE AMERICANS. This was the type of defensive fighting in which the Germans specialised—to take a house and convert it into a fortress. In this case a smoke-screen was laid down and the position was then stormed at the point of the bayonet

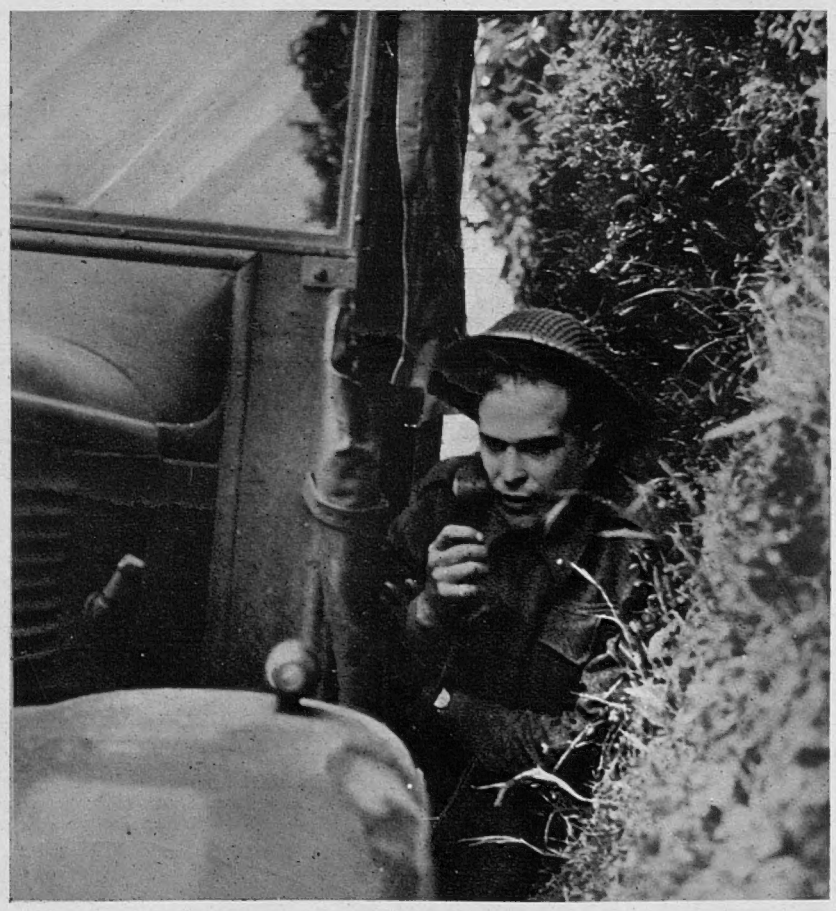
MAN VERSUS TANK: A German 60-ton Mark VI tank, one of Germany's heaviest, was knocked out a few miles from Carentan. The American soldier who first approached it took a tommy-gun with him to call for the surrender of the crew. In the confused fighting in the narrow Normandy lanes, the German tanks were frequently trapped by bodies of foot soldiers equipped with anti-tank weapons

YOUNG GERMAN PRISONERS WHO SURRENDERED IN THE ST. LO FIGHTING. One of them holding a white flag as they precede the heavy American tank to the prisoners' cages. These men fought off the Americans for days, before succumbing to concentrated artillery and small-arms fire. Many of them were found to be mere youths, but none the less dangerous on that account, because of their fervent Nazi beliefs

THE BRITISH ARMY GOES INTO ACTION BEYOND CAEN : A party of infantry attacking enemy positions from a roadside near Cagny. Whatever may be said about the desert battles, in Normandy it is the infantry who have borne the brunt of the fighting. And the quality of the individual soldier is as high as ever it was in 1914-18, with the addition of more specialised training methods. Machine-gun and rifle both figure in this fine action picture, for these two weapons are still the chief ones in use by the infantry arm when operating in open country, despite the rapid development of such things as mortars and Piats and the rest. When this picture was taken, roads and ditches were dry and the weather clement : some days later, however, the rains came and the whole battlefield became a sea of mud, with the ditches acting as miniature rivers and the roads becoming rutted and insecure



AMERICAN INFANTRY PATROLS SEARCHING FOR SNIPERS. A typical scene in a captured Normandy town, where the concealed marksman is an ever-present menace. Determined but stealthy assaults have to be made to wipe out sniper and strong-point : in some cases, most of the houses in a village have to be treated in this manner before the place can be declared free

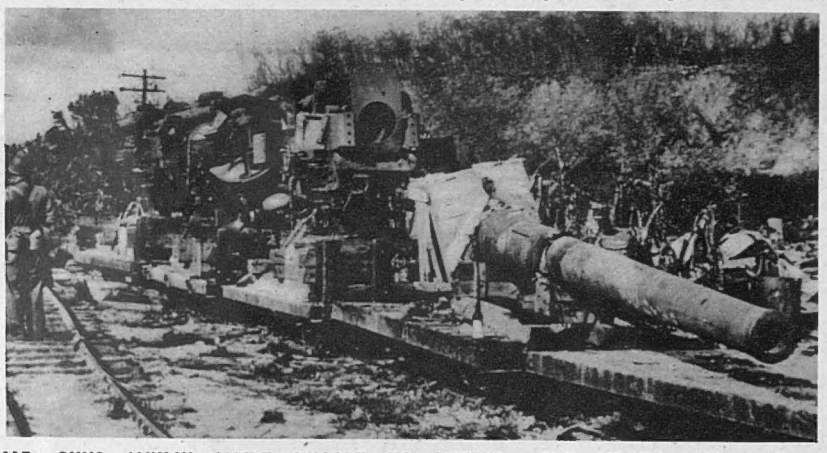


HOW THE NAZI SOLDIER IS TOLD THE FACTS ABOUT THE WAR. The sergeant in the picture is a Cambridge engineer and linguist now serving in France. He is close up to the opposing German lines, and is talking through the microphone to the enemy infantry. This form of propaganda has a great effect upon their morale. It will be recalled that the Germans did the same thing to our men during the fighting in France earlier in the war

The Newest Pictures from SAIPAN in the PACIFIC After its Occupation by the Americans

We have already published a number of pictures from Saipan, in the Pacific, and on these two pages we return to the subject with the most recent photographs just received in England. Saipan, the principal island of the Mariana group, is within four hours' flying distance of Tokyo: as a result of its capture by the Americans, General Tojo, Jap Prime Minister, was dismissed from office. The fighting on Saipan was of the bitterest nature: it took the Americans twenty-five days to subdue the whole island, but in that time 11,500 of its estimated garrison of 20,000 were killed. The defences were overwhelmed by a terrific bombardment from sea and air and the capital of Garapan and the aircraft bases were reduced to wreckage

HOW THE INVADERS FOUND THE SAIPAN CAPITAL AFTER THEY LANDED. This is a view of the burning and completely devastated city of Garapan, after it had been blasted by American bombers and artillery. Sugar Loaf Hill, in the right background, was the scene of some of the bitterest fighting as the fanatical Jap defenders died by the hundreds in a vain attempt to stop the invading Americans



JAP GUNS WHICH WERE UNABLE TO DEFEND THE ISLAND. These heavy weapons were found on flat cars ready to be installed in defence positions on Saipan: but they did not fire a single shot. The island was captured after a battle lasting twenty-five days, more than 11,500 of the Jap garrison of 20,000 being killed

MARINES ATTACKING A JAPANESE PILL-BOX. They are smoking the enemy out by means of demolition-charges, and lying in wait to pick the Japs off with rifle-fire. The Marines had just shot one of the enemy as he came out of the strong-point as this picture was being made

THE RESULT OF AN ABORTIVE JAPANESE COUNTER-ATTACK ON THE BEACH. Trying to beat off the invaders, these Japs (and many more) met with death on the beach at Tanapag Harbour as they charged the American tanks. Later the tanks became bogged down in the wet sand. This picture was taken before the American occupation of Saipan had been fully completed

A BIG FOUR-ENGINED JAPANESE SEAPLANE, which did not have a chance to take off. It was caught by the American bombardment at its base at Tanapag Harbour and destroyed, along with many other enemy aircraft, even before the Americans landed

THE SCENE AT TANAPAG HARBOUR, ON SAIPAN ISLAND, IN THE MARIANAS. Marines on the hill overlooking the seaplane base caught a large number of Japanese soldiers breaking across the open field in front of them: they were attempting to board small vessels and make their escape by water. All were caught by machine-gun fire. Saipan is the largest of the Mariana group of islands: it is but four hours' flying distance from Tokyo. Its fall to the Americans precipitated a first-class political crisis in Japan, which culminated in the dismissal of General Tojo, the Jap Prime Minister

A FANATICAL JAP PILOT MAKES A SUICIDE PLUNGE. With fire and smoke streaming from its tail, this Jap plane is rolling over on its back, and the pilot is trying desperately to crash-dive it on an escort carrier of the American Pacific Fleet during an action at sea to the west of Saipan. At the moment when this picture was taken (from the deck of another carrier near by), a Jap torpedo aimed at the same vessel was running off harmlessly to port, the Captain having seen it in time and taken the necessary avoiding action

The GERMAN ATTEMPT at an "EASTERN SOLUTION"?

A Weird Plot which it is Thought the Nazis Might Put into Execution to Stave Off the Russians. Described by FERDINAND TUOHY

OF all the wild schemes the Germans have hatched, that by which they are credited with the hope of joining with the Russians and marching against the West must appear to us as the craziest. Apart altogether from such solemn engagements as the Anglo-Russian Alliance and Teheran, how could anyone conceive it to be possible that the Russians would contemplate even as temporary assistants a people, any section of a people, just guilty of the most horrible assault on the U.S.S.R. ?

It does seem utterly daft, the mere idea, and nothing that I write implies the remotest suspicion of our great Ally. None the less, there has unquestionably arisen in Germany what may be termed an *Ostloesung* ("Eastern Solution") group of mixed composition, and Moscow has not reduced its force and appeal by the use it has made of the "Free Germany" movement, whose spokesmen are captured German Generals. No argument is possible on this head. Captured German Generals have spoken long and frequently unto campaigning Generals of the *Wehrmacht*, and the former must have contributed incisively to the latters' revolt against Hitler. Where there is ground for computation concerns the role Stalin may have cast for the "Free Germany" organisation when his troops enter the Reich.

How can he reconcile a "Free Germany" movement with giving Poland all of Germany up to the Oder ? But does Stalin think for one second of any form of accommodation with any German ? We are back at paragraph one.

Looking at it from the German side, there appear to be two sets of circumstances under which an "Eastern Solution" might yet come within the realm of the possible.

The first assumes that a reinvigorating "Heil Hitlering" *Wehrmacht* will contrive at long last to hold the Red Army near the borders of Germany on a front of roughly 1,100 miles from East Prussia down to the Danube Delta. An estimate is that this curtailment would release thirty-five divisions either for reserve or for the West. The Russians would bang their heads against such a contracted front; yet another season of wretched mud and ice would draw nigh; and this would be the time to complete the business of window-dressing for the Russians' benefit.

The tone has already been given by Robert Ley. After Germany's Labour "rabble-rouser" had assailed the "blue-blooded pigdogs, criminals, fools and idiots of the aristocracy," Keitel threw a sop to the nobility by a patent dragging in of Hindenburg; yet certain it is that the new manifestations of Nazism will tend to the extreme socialism which Roehm tried in vain to keep Hitler to, in 1934, and which sought, under the label of "Black Front," to forge an understanding with Moscow.

"Why should we two proletarian nations continue to fight one another for the benefit of capitalist countries"? one can hear the German propaganda blaring. "Germans are now every bit as classless as Russians and each of us has ejected religion from affairs of government. We both need each other: German industry to the aid of Russian reconstruction and Russia's raw materials and agriculture for the Reich. We Germans don't want anything from you Russians—in fact, we subscribe to Russia's claims as staked out along her European borders and to her spheres of influence from the Baltic, through Poland and Czechoslovakia to the Eastern Balkans, whereas the *émigrés* of London, backed by Britain and America, will do everything to contest these claims.

"We Germans will even back Russia for an outlet in the Mediterranean through the Dardanelles and for a second outlet on the North Sea. Together, we can make the whole Continent Communist. So let 's stop our war before we absolutely exhaust one another and so are at the mercy of capitalistic Britain and America. That 's what they 've always wanted. Stalin has himself recognised that an armed Germany must continue to exist. Now is the time for him to show that he meant it."

If this taradiddle could be put over to the accompaniment of a blocking of the British and Americans in their western attacks, and south of the Alps, the Germans would not fail to throw in that these Allies had always let the Russians do the heavy fighting and, now, look, they were bogged down! Why wait for them to get ready to fight again next year—they who never fought in autumn and winter if they could avoid it ?

If the same line of propaganda could be put over while, in addition, the flying bomb and any rocket successor proved their worth against Southern England by stepped-up bombardment from the Low Countries, the Germans would think they were really getting somewhere. Wouldn't it be wiser for Russia to get all she wanted in accord with a friendly Germany before Germany came to be approached by the blocked, fly-bombed and tired Western Allies ?

This may all sound hopeless bosh to us, as it assuredly will to the Russians if circumstances should ordain that they hear it, yet, equally certainly, it is the sort of thing which is keeping so many Germans still jacked up. The belief is clearly widespread that Hitler may not yet have exhausted his stock of magic, that he may be able again to court Russia as he did in 1939 after he had poured abuse and hate on that country for several years. The very utmost any German leaders probably dream of is a separate peace with Russia; reports from Germany indicate that the dazed herd and the fanatics actually think something more may be possible—a linking with Russia against the West.

The second condition under which an "Eastern Solution" seems to be thought still possible sounds even crazier. It allows for the Russian armies breaking into Germany and for the Germans thereupon making common cause with their conquerors, with or without Hitler, who might conveniently vanish or go to ground if standing in the way. It may sound crazy to us, but supposing the Germans are thinking of how the Italians made common cause with their conquerors in this extraordinary war ? Anyone who watched Feldgraus trying to pal up to our Tommies on the first night in Cologne in December 1918, will agree that Germans throwing themselves at the Russians cannot be ruled out, though what the Russians might have to say about it is another matter.

In support of this seemingly fantastic circumstance, there is the clandestine leaflet being distributed to Germans in the occupied countries, accusing Himmler of preparing a "Bolshevist coup" in Germany. It may be a plant, but *The Times* saw fit to take note. The leaflet says that home units of the Waffen S.S. have been cramming their stores with munitions and fuel for purposes of their own, while the home army goes lamentably short.

"Himmler is getting ready for the great treachery," says the writer. "When the time is ripe and Himmler wants to sell us lock, stock and barrel to the Soviets, he counts on the home army being powerless to resist. The Waffen S.S. has control of the central munitions depots, and thereby controls the entire artillery munitions." Also the entire domestic *Luftwaffe* since the Generals' plot.

The possibility that some such amazing move is being at least considered, if only as a last gamble aimed at throwing Europe into confusion and of raising difficulties between the victorious Allies, is not lessened by the fact that no fewer than five leaders of the Nazi hierarchy were in the past in favour of an understanding with Russia against the Western Democracies, and that only Hitler's madness for universal dominion put them out of court. We are accustomed to think that only German Generals wished for a deal with the Soviets, but so also did Himmler, Goebbels, Ribbentrop, Ley and Guderian —a Nazi soldier of the "first hour."

Himmler is said still to believe an *Ostloesung* possible, though he thinks it now can come only after defeat—that is, after he has risked his own minions in a Germany largely under Russian control. Goebbels has long fancied himself as the brain of a real "people's" revolution. Ribbentrop worked all out on the Nazi-Soviet Pact which precipitated the war, and his hatred of the Western Allies is well known. Ley recently gave us a sample of his mob ranting. But it is the placing of Guderian beside Hitler, as head of the Army, which compels most attention.

Guderian is known for two things: as a pioneer tank General and as an out-and-out Easterner. No German General before the war was ever so "pro"-Russian as Guderian, his sentiments dating from the late '20's, when he went to Kazan to train the nascent Red Army. Then it was that he formed a friendship with Marshal Tukhashevtsky which led to the latter's execution. But Guderian kept pegging away at his pet fancy, and there 's a photograph of him in existence, beaming his "*bon voyage*" to Ribbentrop as the latter left Berlin on August 22, 1939, on his fateful signing mission to Moscow. And all through the present war Guderian is said to have maintained his insistence on the need for a Russo-German rapprochement while the Reich at the same time maintained hostilities against the West.

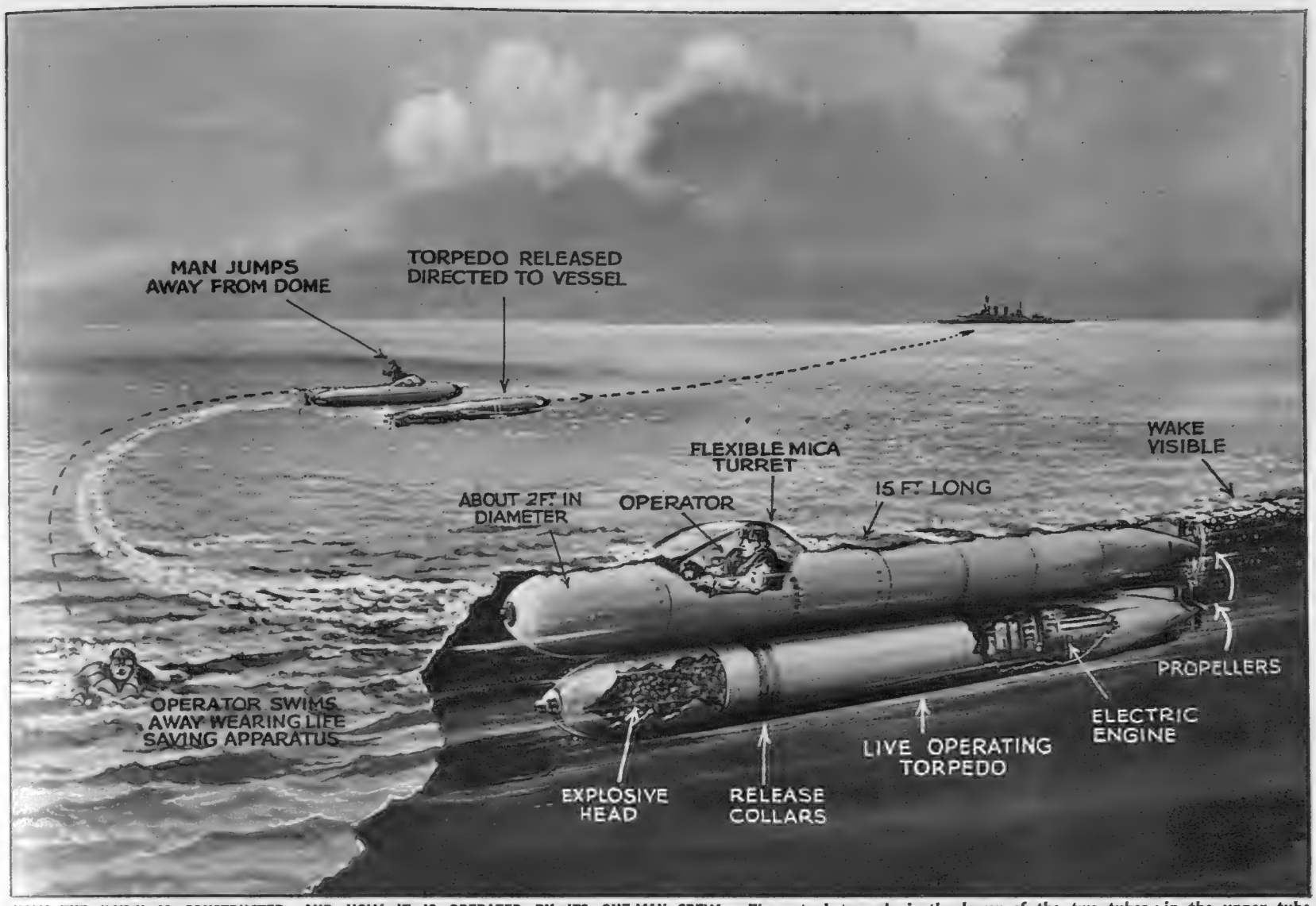
Maybe that accounted for his fading out in 1941 after a brilliant debut in the first two "Blitzkriegs" against Poland and France. Anyway, now he is back again—right in a seat of the mighty.

Can there be some sort of understanding between the Stalingrad Haw-Haws and Guderian, of which the Russians are in ignorance ? Do the Russians know of an understanding and have their own very thorough means ready to cope with it ? Seydlitz, Daniels and Company have simply sounded too good to be true. Listen to one of their latest clarion calls: "The power just vested in Himmler's hands can only be smashed by the German people. Leaders of the German armament industry, close down your munition factories. Employers, employees and workers, refuse to work. Generals, officers and soldiers, cease fire at once and turn your arms against Hitler."

What *can* Seydlitz and his fellow Haw-Haws expect from Stalin ?

It only remains to be said (*a*) that efforts by the Germans towards a *Westloesung* in no way invalidate their bid for an *Ostloesung*; on the contrary; (*b*) that even if the Eastern Front has well and truly collapsed by the time this appears, neither will that invalidate the *Ostloesung*, the pursuit of which will go on after defeat, as only Germans can demean themselves in the hope of tricking others.

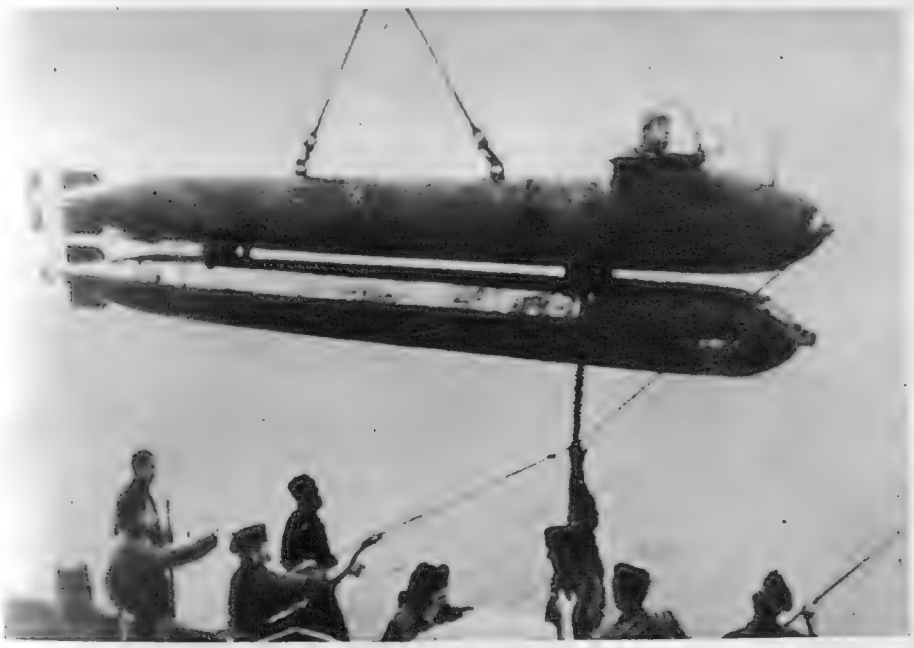
A BOLSHEVIK MARSHAL OF THE OLD GUARD at the Military Academy which has trained most of the young Generals now fighting against the Germans on the Eastern Front. The Frunze Academy in Moscow was founded twenty-five years ago as the "Staff College" of the Red Army. During that period it has produced many eminent Soviet officers, amongst them many of the young Generals and Marshals who are now driving the Germans back to their own borders. This picture was taken earlier in the year, during the celebration of the Academy's twenty-fifth anniversary: on the saluting stand is Marshal Budenny, one of the three great Russian Marshals of the old school who helped to create the wonderful Red Army of to-day



HOW THE "V3" IS CONSTRUCTED, AND HOW IT IS OPERATED BY ITS ONE-MAN CREW. The actual torpedo is the lower of the two tubes: in the upper tube sits the operator, near the front end. As he approaches his target, and after he has discharged the torpedo, the operator jumps out of his "dome" and then endeavours to make his escape—*Drawing by E. G. Lambert*

The GERMAN ONE-MAN TORPEDO

Which is Claimed to be "Secret Weapon" V3, and which the Germans say they are Using off the Normandy Coast



Above—A GERMAN RADIO PICTURE SHOWING ONE OF THE ENEMY'S HUMAN TORPEDOES ABOUT TO BE LAUNCHED, complete with its pilot. This weapon is believed to have been used against our invasion fleet as a "last hope." *On right*—AN ACTUAL SPECIMEN of the one-man torpedo which came ashore on Peter Beach at Anzio in April last. In this view the torpedo itself is seen on the left, with the driving compartment above it

THIS IS ONE OF THE JAPANESE TWO-MAN TORPEDOES. It is lying on the beach off the shore at Guadalcanal, in the South-West Pacific. The vessel was scuttled by her own crew during the second Battle of Savo Island in November 1942. It went down in 20 ft. of water 100 yards off shore. The hulk of the battered Jap transport "Yamazuki Maru" rots on the beach near by

One of the "newest" German weapons has been "revealed" by the German press. This is the V3, or one-man torpedo—which, however, is not so new, as four of them were captured at Anzio, in Italy, as far back as April last. The Germans have claimed that its first exploit was the sinking of a British cruiser of the Aurora class at the mouth of the Orne at the beginning of July: they further claim to have sunk another cruiser by this same agency, five destroyers, a frigate, and eight transports totalling 47,000 tons. There is no doubt that these claims are grossly exaggerated.

This is what the Germans have to say concerning the V3: "The weapons are launched from beaches in Seine Bay and have a duration of several hours at low speed. They consist of two torpedoes, one carrying the pilot, and a second carrying the explosive beneath it. The pilot, under a glass cupola which alone appears above water, has a vision of only 8 ins. above sea-level. He has no radio and has to find his own way back after he has fired his torpedo. The torpedo and the carrier are propelled by an electrical device supplied from batteries. The human torpedo-men have to attack from a slow-moving torpedo an enemy 1,000-fold superior. Their only protection is that it is difficult to spot them"

ALLIED WARSHIPS ASSIST THE LAND FORCES IN NORMANDY by illuminating the battlefield with their powerful searchlights as well as bombarding with their big guns. The searchlights are thrown on the clouds and the light is then reflected downwards—*Drawing by Wm. McDowell*

The WORK of the ROYAL NAVY

In Support of the Normandy Operations

—With an Official Photograph of British Aircraft Attacking a Large German Convoy

According to German reports, Allied warships joined in the barrage put down at the beginning of the Caen break-through and also illuminated the battlefield by directing their searchlights on the low-lying clouds above the German positions. This drawing gives an impression of the scene. A concentration of searchlights such as is shown would, if the angle of the cloud surfaces were favourable, reflect the light downward and give a "twilight" effect over quite a wide area. The warships operating the searchlights are cruisers, with the usual destroyer screen in front of them. The Navy, throughout the Normandy operations, have lent strong and consistent support to the land forces. Although the fighting has been taking place inland, their powerful guns have been able to range far enough to hit targets well to the south and south-east of Caen—often to a distance of 20 miles.

The weight of the broadsides of the big ships is terrific, and the Germans have complained bitterly about this form of attack from the sea.

SWEEPING THE GERMAN SHIPPING OFF THE SEAS: BEAUFIGHTERS OF COASTAL COMMAND ATTACKING A LARGE ENEMY CONVOY OFF THE FRIESIAN COAST. The result of the attack is here dramatically shown, with every enemy ship hit and on fire

British aircraft struck heavily on the night of July 21 at an enemy convoy off Heligoland, in the North Sea. It was one of the biggest German convoys yet attacked by Coastal Command's "strike wings." Four merchant ships were torpedoed—two of them being left in a sinking condition—and five escorts were left burning furiously. Nearly every ship in the convoy was raked by cannon-fire and rocket projectiles. This picture shows a general view of the action, as it was seen by one of the attacking aircraft. Smoke is seen coming from nearly every ship, while an oil fire (indicated by the black smoke) is raging on one of the merchant ships

A SHIP GOES DOWN: AN INCIDENT WITH THE MERCHANT NAVY, WHICH HAS BEEN ASSISTING THE ARMY AND THE ROYAL NAVY IN THE NORMANDY CAMPAIGN. In the picture a cluster of little boats are seen dashing to the rescue of the stricken ship's crew—*Drawing by Montague Dawson*

"The ship had maybe hit a mine: maybe suffered an internal explosion," wrote the war reporter who witnessed this incident. Whatever it was, the bang brought everyone to the ship's side on the vessels which lay around the doomed merchantman. "The vessel was going down by the stern. She was going gracefully and unhurriedly, with almost imperceptible movement. Her white funnel was glinting, her bows lifting higher and higher in the air." All round the foundering ship tiny L.C.s, L.C.M.s, lifeboats and barges swarmed to pick up the survivors. Her stern now on the sea-bed, the ship leaned over a little. Gradually listing, she dropped a final curtsey, put her bows up a little higher, leaned a little more heavily and slid into the water. "If you've never seen a ship sink before, you find it strange . . ." said the war reporter in conclusion

On right—This drawing depicts a scene frequently enacted in a British port when vessels of the Royal Navy return after a spell in Normandy, where they are engaged in bombarding enemy targets or hunting hostile craft. The vessel in the foreground is an ex-Brixham fishing trawler, manned by retired Army and Navy officers, Civil Servants, bank officials and lawyers—many of them elderly, and all volunteers who responded, by the thousand, to the call for ex-yachtsmen to join the Runner Crews Pool. As the warships come in, the fishing boats—bearing notices telling what they have "for sale"—go out among the shipping, watching for signals for their wares. It is a strenuous duty and often far from pleasant work; but the volunteer sailors carry out their tasks with enthusiasm. One of the vessels is commanded by a retired Admiral of sixty-nine, who had previously brought a 100-ft. vessel across the Atlantic to Britain

THE FISHING CRAFT WHICH REVICTUAL THE WARSHIPS BACK FROM THE NORMANDY BEACHES: An ex-Brixham trawler approaching, under sail, a destroyer which has signalled for supplies. These vessels are usually manned by volunteer and amateur crews. Note the sign in the trawler's rigging indicating what commodities she can retail—*Drawing by Wm. McDowell*

MARCHING—and FIGHTING—THROUGH ITALY

The Approach to the Gothic Line in Front of Florence, and the Crossing of the River Arno

HOW THE ITALIANS EVERYWHERE WELCOME THE ALLIES : This picture was taken in Siena, which fell to French troops of the Fifth Army on July 3. It might represent any town in Italy to-day, where the revolt against Fascism is growing in intensity as towns are freed after long years of repression

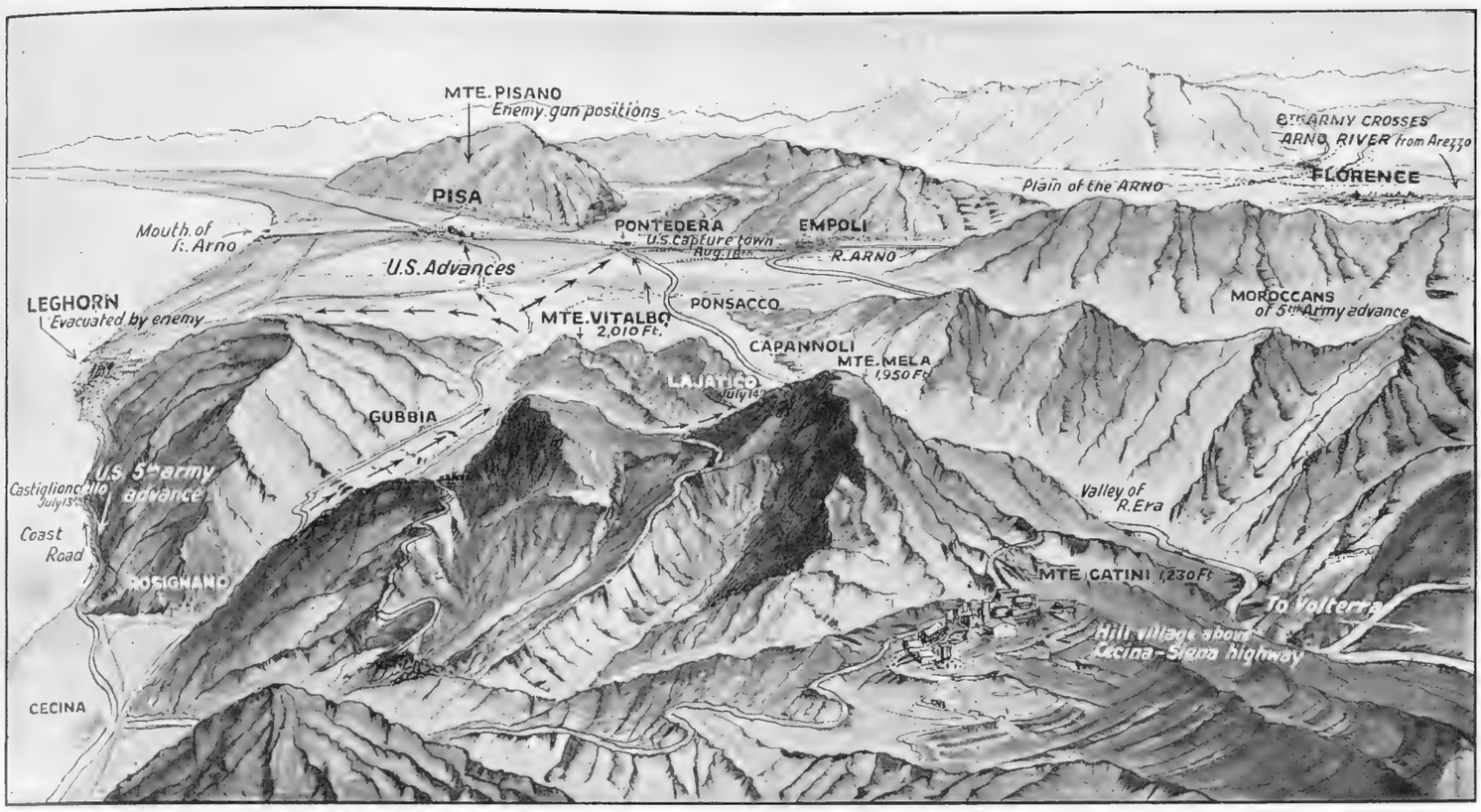
THE APPROACH TO THE RIVER ARNO. British infantrymen wind their way down into the beautiful valley. On July 17 C Company of the Rifle Brigade sent a patrol across the River Arno. The motorised company then pushed forward to contact the enemy holding the mountainous area to the north of Arezzo. The bridge across the river (seen in the distance) had been blown by the Germans, and the men had to wade through the shallow water

MEN OF THE RIFLE BRIGADE ON DAYLIGHT PATROL ACROSS THE ARNO : They form part of the Eighth Army approaching Florence by way of the mountains to the north of Arezzo. These men are now within striking distance of the defensive Gothic Line built by the Germans across Italy

AND, STILL, THE WEATHER ! Rain has again been adding to the difficulties of the Allied advance. A sudden thirty-minute downpour in the Camucia-Cortina area caught one unit by surprise, with the result that vehicles became bogged and tins of rations floated on miniature lakes. All hands had to turn out to save the situation. And this in July !

IN SIENA ON BASTILLE DAY : This anniversary was commemorated in the recently captured Italian town by a parade attended by General Alexander, General Mark Clark, General Juin and the Russian Ambassador to the French National Committee of Liberation. Twice yearly the Siennese have a traditional horse-race through the streets of the town. Medieval clothes are worn and the prize is a "palio," or banner, which gives its name to the race. Citizens wearing "palio" dress and brandishing their banners entertained the crowds of soldiers and civilians taking part

PATROLS CLEAR THE WAY FOR FURTHER ADVANCES : Men of a famous British regiment give covering fire to a fighting patrol. The latter had to advance into a No Man's Land behind a farmhouse to clear German snipers from a nearby village



THE ADVANCE OF THE FIFTH ARMY TOWARDS PISA AND THE ARNO VALLEY AFTER THE OCCUPATION OF LEGHORN, an advance which has taken the Americans through very mountainous country seemingly impossible to take under any conditions, but which was, nevertheless, successfully penetrated. Leghorn was evacuated by the Germans, and Pisa was entered on July 23. Meanwhile, the Eighth Army had occupied Arezzo and then made the crossing of the Arno

—Drawing by Percy Home

In pushing up from the south towards the plain of the River Arno, the Allied Armies came against a region of mountain country which seemed to threaten great trouble if the enemy held the various natural strong-points with determination. The above drawing gives some idea of the difficulties of terrain. Yet in spite of these the Allied forces advanced steadily to the banks of the famous Arno. Up to Cecina, the going on the extreme left flank had been comparatively easy. Then at Rosignano, a bold mass of rock coming right down to the sea faced the U.S. forces. The coast road was indeed a hard problem, but a little to the east Rosignano was captured, and the advance pushed northwards. The towering heights of Mte. Vitalbo and Mte. Mela loomed up on the right with mountain roads running on knife-edges, but these did not prevent the capture of Larenzana to the west and Lajatico to the east. Other forces to the east pressed up the lateral valleys, outflanking Leghorn, which the U.S. troops occupied. Pontedera, on the Arno, was entered and held. The southern half of Pisa was also entered. Florence, here seen beyond the point where the hills close in on the Arno, was at the same time being approached from the direction of Arezzo by the Eighth Army

The ALLIES REACH the ARNO

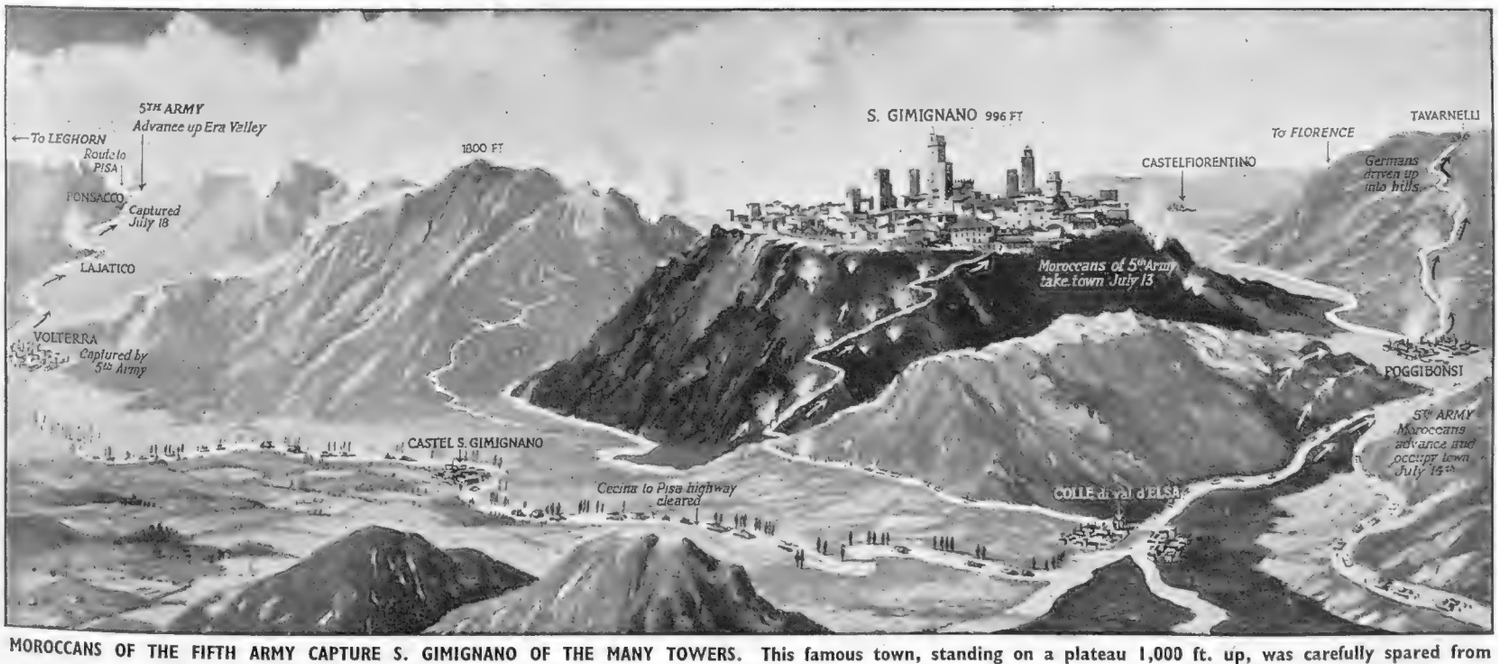
When the Allies in Italy reached the River Arno they at last came up to the outlying defences of the Gothic Line. The whole Allied line across Italy has been moving forward, meeting stiff resistance, but the enemy has not been able to do more than hold up the advance for a time. Four main thrusts towards the Arno have kept up a steady movement, reaching the river at almost the same time.

The central thrust lay through Arezzo, on the main road to Florence. Here the Eighth Army was held up for eleven days, the enemy having a ring of fortifications round the town, with heavy guns guarding every approach. Flanking movements against the heights to the east were made by the Eighth Army's eastern column so successfully that the enemy decided to evacuate his positions. The Eighth Army entered Arezzo on July 16. The departure of the Germans had been very sudden, but the Eighth Army was quick in the pursuit, hurrying through the streets of the town and out towards the Arno, which they reached so rapidly that they took one bridge before it could be blown up. At Quarata, north-west of Arezzo, the enemy was holding a position to guard the river, but the tanks burst through, crossed to the north side of the river, and proceeded westward towards Florence. Another column kept to the highway running along the south side of the Arno.

The Americans in the Fifth Army had the hard task of reaching Leghorn, to which the Germans were holding on grimly. The coastal road, flanked by a great mountain mass, was slow going, having thousands of mines as obstructions. The road on the eastern side of the mass entailed hard fighting all the way, but Castiglion Cello was taken on July 13, and Lajatico on the following day. The French forces were pushing on the road from Siena to Empoli, on the Arno, taking Poggibonsi on July 14. The enemy counter-attacked from Certaldo, further north on the Empoli road, forcing the French back towards Poggibonsi, but they themselves were forced out of San Gimignano, seven miles to the east of Poggibonsi. San Gimignano was a national monument, having remained undamaged for many centuries, and thus presenting a living picture of a fourteenth-century town. The French had been careful not to destroy this, but the Germans, in retreat, began shelling the beautiful old town with its many towers.

On July 18 the Americans reached Pontedera, on the Arno, where the River Era joins the main stream. They found the enemy had destroyed all the bridges, and were well posted on the hilltops. Leghorn was entered on July 19 without fighting, the Germans having withdrawn after destroying all the port installations. They retired to Monte Pisano, 3,000 ft. high, where they have installed long-range guns to fire upon Leghorn.

The Germans put up a tough resistance as the Allies grow ever nearer to the Gothic Line, but with the fall of Leghorn, Florence and Pisa seem ready to follow suit.



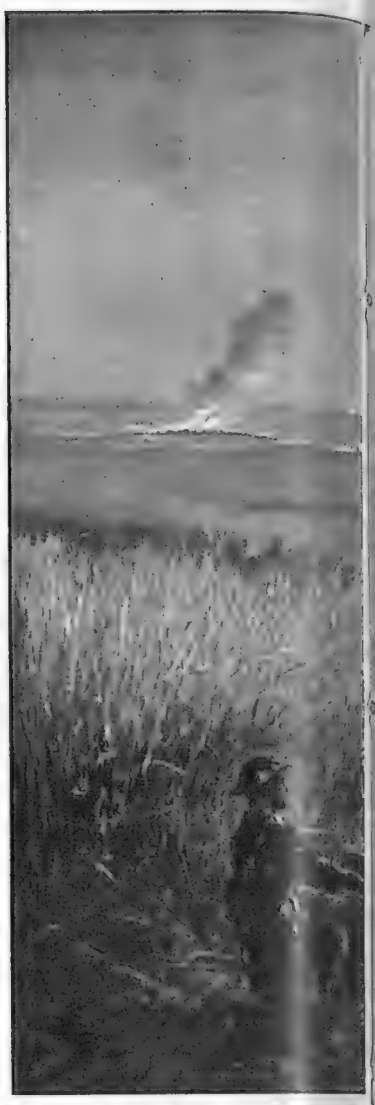
MOROCCANS OF THE FIFTH ARMY CAPTURE S. GIMIGNANO OF THE MANY TOWERS. This famous town, standing on a plateau 1,000 ft. up, was carefully spared from damage by the French, but the Germans shelled it after their retreat—*Drawing by H. P. Burton*

Among the beetling heights south of the Arno lies S. Gimignano, the famous hill town of the many towers. It crowns a height to the east of Volterra and to the north of Highway 68, which runs from Cecina, close to the shore of the Tyrrhenian Sea, and Siena. The Moroccans of the Fifth Army found the capture of Poggibonsi difficult, but they worked over the hills, quitting the highways, which have always proved "hot" positions, with enemy gunners firing at predetermined ranges. The Germans were driven into the hills and the positions cleared. S. Gimignano, on the neighbouring height, still raised its many towers on the sky-line; the place had been a national memorial for some time. The mountain roads were rushed and the place occupied. Every care was taken to preserve the historic towers, but these were soon in grave jeopardy from German shelling. The view above shows the valley of the Elsa River, which flows into the Arno

SCENES FROM THE BATTLEFIELDS OF NORMANDY

As Recorded in Special Drawings by *Sphere* Artists

A SCENE DURING THE ATTACK ON ROMMEL'S STRONGPOINTS TO THE EAST OF THE RIVER ORNE. Guns and carriers moving forward through dense clouds of dust, claimed by many who were in North Africa to be worse than the desert. Later came the rains, for hour after weary hour, and the dust then gave place to deep, clinging mud, which slowed down the advance and converted the battlefield into another Somme. The deeply-rutted roads and tracks were unable to be used by our heavy-lorry traffic and big, armoured fighting-vehicles *(See drawing at bottom right)*



***Below*—A MONTGOMERY CONCENTRATION OF ARTILLERY FIRE, as the guns around Caen light up the whole countryside and silence officers and men in awe**

Drawing by W. G. Whitaker

The scene pictured by our artist here was described in a recent despatch from France in the following terms: "One minute there was silence; the next, the thunder which has been named 'Montgomery's Symphony' was splitting the skies, smashing against our eardrums, lighting the landscape with piercing flashes. When it grew dark, men seemed to move in a sun over which a giant was flicking a shutter at random. Men react strangely before a display of such immensity. They move more slowly, talk more deliberately, seek out groups of other men to stand with, as if in subdued awe before a power which has been unleashed and which they cannot control—but a power which, they trust, will somehow prove benevolent." In a bombardment of this nature, the general concentrations throw between ten and fifteen tons of shells every minute. Artillery officers have worked out that one ton per acre every minute is just about the right "dose"

A NIGHT OF FLAME ON THE HIGH GROUND BETWEEN THE ODON AND THE ORNE. A group of five German tanks is caught and set on fire as they move up towards Evrecy. On the skyline the village of Esquay (on the left) and Evrecy (on the right) are also in flames as the British artillery attacked—*Drawing by W. G. Whitaker*

During the Caen fighting, the Germans often ordered tanks forward for the purpose of probing the British line. With little groups of five or ten at a time, the enemy felt their way forward in the direction of the burning villages of Esquay and Evrecy—only to learn how vulnerable were these fighting-vehicles when they venture forward into the range of our anti-tank guns. The troop of five tanks seen in the above drawing had been ordered forward towards Evrecy to attack what was understood to be a weak formation of British infantry. The tanks had barely emerged from "harbour," and the commander had just issued the order to go forward in arrowhead formation, when, in his own words, suddenly four of his five tanks burst simultaneously into flames, while the fifth was hit and its steering apparatus thrown into disorder. By the time the survivors had extracted themselves from their burning machines they found themselves under fire from three sides—or so it appeared—from our infantry among the hedgerows. There was nothing to do but surrender

ONE OF THE GREAT DIFFICULTIES DURING RECENT OPERATIONS IN NORMANDY—DUST! The scene on a road to the front in the Caen area, south-west of the town, between the Odon and the Orne—*Drawing by E. G. Lambert*

Dust seems to be inevitable on a modern battlefield—especially now that both armies are so highly mechanised. "It rises from the narrow French roads in dense, choking clouds," says one correspondent: others have commented that it is even worse than in the Western Desert—which means a lot! "The dust is so bad in these parts," another correspondent reports, "that when a squadron of aeroplanes takes off from one of our airstrips, the pilots have to use their blind-flying instruments." The dense clouds raised by the motor-vehicles is bound, sooner or later, to bring the enemy's guns into action. For this reason, big signs along most of the roads leading to the front impose a speed limit of five miles an hour

BOMBARDMENT from the AIR

What the Heavy Bombers Achieved at Vaucelles and Colombelles Before the Army Went Forward

The pictures reproduced on these pages equal, if they do not surpass in result, the heavy artillery bombardments along the Western Front during the last war. Yet this destruction was not effected by heavy guns, nor did take days of "drenching" with shells. All was achieved by bombs launched from the air in a very short space of time, as a preparation for the forward advance of British and Canadian troops towards the industrial suburbs of Caen on the far side of the Orne. Vaucelles and Colombelles had been converted into strongpoints by the Germans, and the factories there had to be reduced by special bombing methods, in such a way that the infantry advancing later would not be impeded by heavily cratered areas. The factories had to be reduced, and the Germans holding on to them so desperately had to be expelled. These pictures demonstrate how the R.A.F. and American "heavies" achieved their task

THE APPROACH TO THE INDUSTRIAL SUBURB OF VAUCELLES, which the Germans had converted into a strongpoint until they were driven out by Allied bombs. A bulldozer is here seen at work clearing a way through the rubble for the advancing tanks and infantry coming from the west bank of the Orne river

AN OVERTURNED ENGINE BESIDE ONE OF THE HUNDREDS OF BOMB CRATERS; wrecked trucks and shattered railway sheds at Vaucelles are also seen. The Germans had a big concentration of rolling-stock here

On the east bank of the Orne at Caen are the industrial suburbs of Vaucelles and Colombelles. At the latter place there is—or rather was—a huge factory with fourteen chimneys, which had been providing the Germans with perfect observation-posts. At Vaucelles there was a big concentration of German rolling-stock. Both places were subjected to a devastating bombardment from the air—"the biggest, most awe-inspiring thing that has ever happened in the history of air warfare," as one eye-witness described it. As wave after wave of bombers came over, clouds of heavy black smoke obscured the target areas: there were no flames, but the all-pervading black blotted out the sky. When it was all over, Vaucelles and Colombelles had vanished, for all practical purposes

THE GERMAN CEMENT WORKS AND
This picture of the huge works show
the heavy bombers pick out a target
towers—fourteen of them—dominated
observation-posts. Describing the R.
a mile away at the time, and dead o
the middle of the factory. Within six
due to the huge

JUST AFTER THE FALL OF COLOMBELLES, EAST OF CAEN, TO THE BRITISH AND CANADIAN TROOPS. A picture taken at the huge iron and steel works after the terrific air bombardment which paved the way for the suburb's capture. Parts of the area were still smouldering, and everywhere lay piled-up ruins

OBSERVATION-POINT AT COLOMBELLES: some of the devastation left behind when r elimination. The high points and factory the British positions and were used as F. attack, an eye-witness said: "I was time the red markers went down right over seconds the place was completely invisible, cloud of black smoke"

COLOMBELLES: THE RAILWAY YARDS WHICH ADJOIN THE IRON AND STEEL WORKS. Stone was broken and crumbled, metal bent and twisted into tortuous shapes. Nothing was whole, nothing was erect. Across this shambles the infantry proceeded at a rapid pace, on the heels of the battered Germans

HOW THE TYPHOONS HELPED THE ARMY ON THE ODON FRONT. The scene at Hill 112, where dug-in German tanks and "defences in depth" threatened to hold up the infantry, until the rocket-firing aircraft were called up to blast the enemy from his strongly-held positions—*Drawing by Roland Davies*

The ROCKET-FIRING TYPHOONS

Which have been Aiding the Army in the Air War in Normandy

The rocket-firing Typhoon has given the Army what is probably the closest air support of the war, attacking targets behind the enemy lines from airstrips within three miles of the front line and under shell-fire. When the Army calls for certain targets to be destroyed, the R.A.F. can respond in record time. In one case, briefing took place at 3.30; the pilots took off at 3.45; they were attacking the target by four o'clock; and by two minutes past four they were back over the landing-strip. At ten minutes past four they were actually being interrogated! In this case, the target was so close to the airfield that the ground crews could actually watch the Typhoons dive down and release their rockets. The drawing given above shows how this technique was applied at Hill 112, the German strong-point near the Odon River, where fighting went on for three days. The enemy had dug in so firmly that the efforts of the attacking British infantry were time and time again frustrated. Artillery and mortar-firing batteries co-operated in pounding the Germans and their big Panther tanks. Then the rocket-firing Typhoons were called up and smashed the last ounce of resistance of the German tanks. It seems as if nothing can withstand the assault of these hard-hitting aircraft, whose battery of eight rockets has been likened to that of a cruiser's broadside

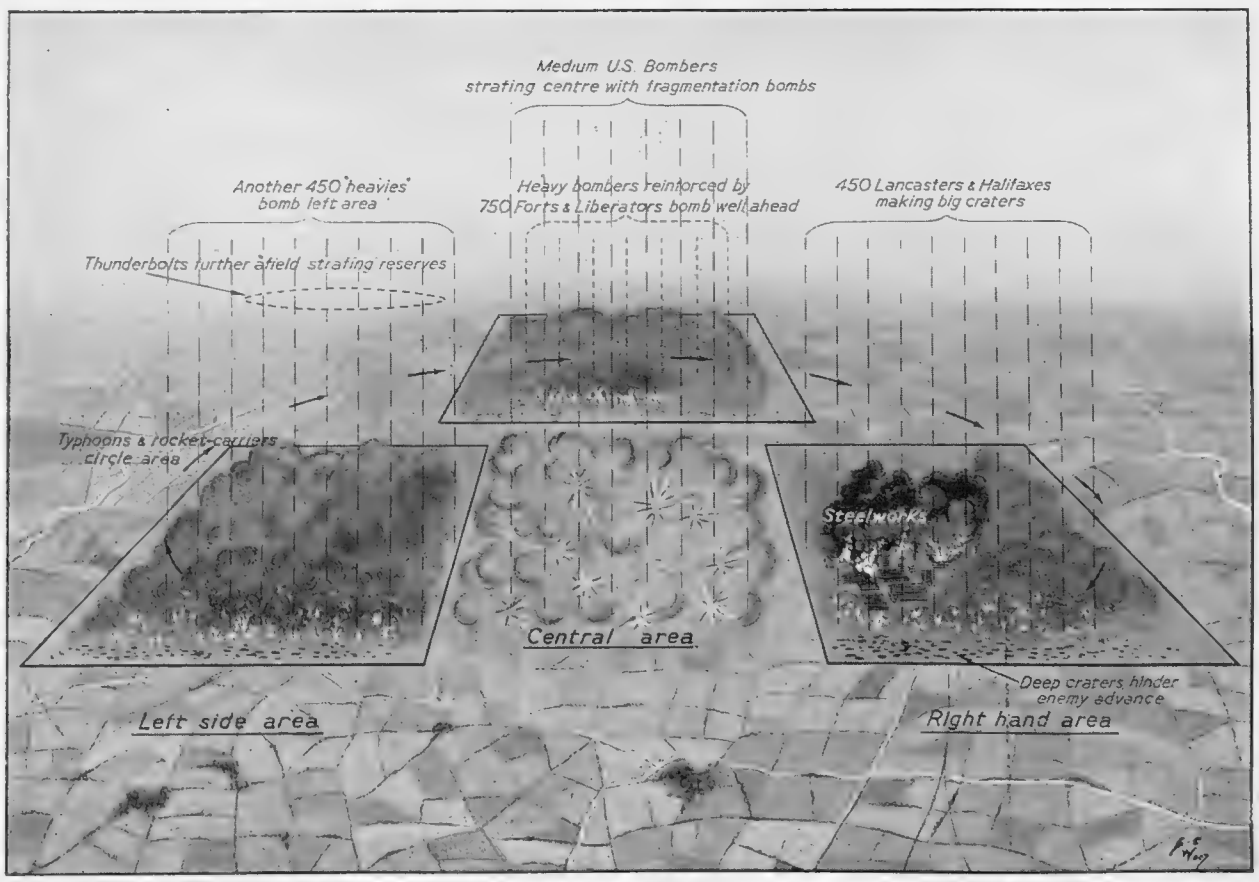
A CLOSE-UP OF THE TYPHOON'S ROCKET EQUIPMENT: An armourer fitting the electrical plug which fires the hard-hitting rocket-bomb. Eight of them are carried beneath the aircraft's wings

TYPHOONS OF THE R.A.F. ATTACKING THE GERMAN-HELD AIRFIELD AT CARPIQUET: *On left*—Rockets speeding down to hit the buildings; *On right*—Smoke rising from the rocket explosions. A cameraman of the R.A.F. Film Unit took these two pictures of an attack by rocket-firing Typhoons on Carpiquet airfield on July 4. It was on that day that the village was occupied by the Canadians; but the Germans fiercely resisted the capture of the airfield, and it was some days before it finally fell into our hands

THE ONSLAUGHT ON THE GERMANS AT CAEN: The scene at one of the bridges over the River Orne as vehicles of every description poured across. Three of these bridges were erected, over which the tanks advanced into the space left for them between the two areas heavily cratered by the big Allied bombers

THE TERRIFIC AIR ASSAULT at CAEN, and HOW IT WAS CARRIED OUT

When the air attack opened, Lancasters and Halifaxes coming in from England took the right side of the area to be covered, with the steelworks as its main feature. They were out not only to destroy the place but to make craters so deep and numerous that the enemy would find it impossible to bring tanks across them. The left side of the area was dealt with as effectively by another force of 450 "heavies." This was particularly important because of the large number of guns mounted by the Germans in the various villages. And to complete the process there had to be frontal bombing as well. The heavy bombers, reinforced now by 750 Fortresses and Liberators, flew on through the dense smoke rising from the factory and from the demolished villages and strong-points opposite and showered their high-explosives on a line well ahead. Thus they ploughed three sides of an enormous "box." Having done this, the medium bombers were brought in. Their task was to clear all human life within the box, but to do it in such a way that they would not form craters to impede our advancing tanks: therefore they dropped "fragmentation" bombs over the whole of this inner area. Just as thorough was the treatment adopted for the area outside. Hundreds of Typhoon bombers and rocket-carriers circled it, looking for any sign of enemy movement and dealing with it instantly. As they did this, another ring, operating much farther afield, consisting of hundreds of Thunderbolts, took on the task of destroying all attempts to bring up reserves



A DIAGRAMMATIC EXPOSITION OF HOW THE AIR ATTACK WAS CARRIED OUT by heavy American and British bombers, showing the three sides of the enormous "box" ploughed up before the medium bombers went in to clear the whole area of its German defenders—*Drawing by B. C. Wood*

The BOMB ATTACKS on SOUTHERN ENGLAND

More About the Progress of the German Flying Bomb

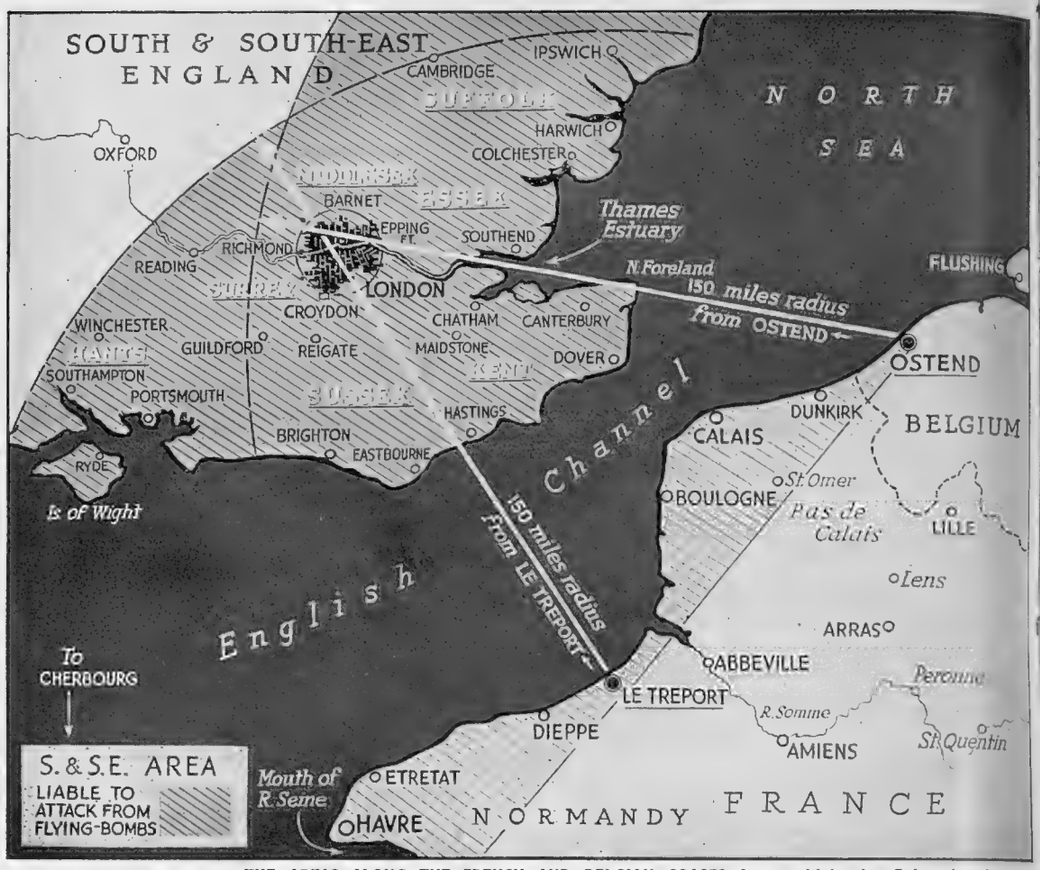
The flying bomb is still a principal topic of conversation amongst those Londoners who have been the principal victims of the Germans' VI "reprisal weapon."

It has during recent days been confirmed—as many dwellers in Southern England were able to witness for themselves!—that some of the bombs (many of them, in fact) are coming from a point farther to the east than during the first weeks of the attacks. The diagram on the right shows the strip of coast from which the bombs are launched: their range has been presumed to be 150 miles. London, therefore, lies well within their reach, whether they are launched from the Pas de Calais or from new emplacements as far to the north-east as Ostend. All the towns in Southern and South-Eastern England indicated here would, equally, be within range—although London is undoubtedly the chief target of the Germans.

So long as the Pas de Calais and the Belgian coast remain in the occupation of the enemy it will be possible for them to discharge their deadly missiles at London. Should this strip be captured, however, and should the enemy not be able to increase the range beyond 150 miles, London would then pass out of reach. The effect of the new bases on the Belgian coast has been to widen the area of approach by the bombs, and thus to extend the segment to be defended by aircraft, anti-aircraft batteries and balloon barrages: at the same time, however, it has increased the range of the robot bomb to its present known limit, and thus greatly increased its inherent inaccuracies. It is not unlikely that the Germans are trying to extend our defences as widely as possible, in the hope of "thinning" them out.

The enemy has already broadcast statements to the effect that some of their bases have been moved into the interior to offer "a better, greater, and wider attacking basis. Camouflage will also be more effective and will offer greater protection against Allied air attacks, to which these sites were subjected on the Channel coast."

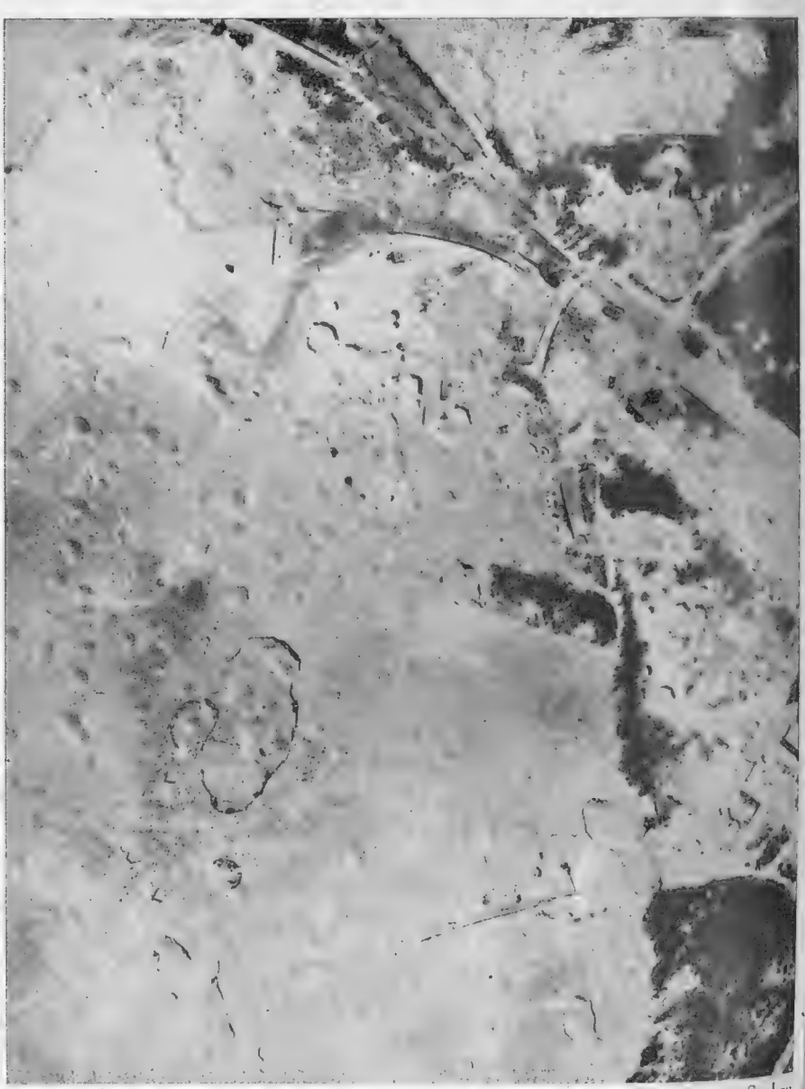
Following on earlier announcements about the behaviour of the flying bomb, the Air Ministry have now made it known that some of the missiles have been noticed to behave in a different manner from the majority. Some bombs, instead of diving to earth a few seconds after the engine stops, continue for a considerable distance in a shallow glide before dropping. In these latter cases they make a slight whistling noise as they fall. The interval between the engine's stopping and the explosion might be about a minute, or occasionally even longer. Cases have occurred of a bomb turning sometimes a whole circle before diving, but usually it continues on a straight course



THE AREAS ALONG THE FRENCH AND BELGIAN COASTS from which the flying bombs are being launched against South-Eastern England. At first they came mainly from the Pas de Calais; now they are also coming from the east (See notes at left)

ANOTHER FLYING-BOMB STORAGE DEPOT, discovered at Nurcourt, near Paris. This picture was taken before the depot was attacked by Bomber Command on July 15 (See picture at right)

AN ATTACK BY NIGHT ON A FLYING-BOMB SITE, showing a Halifax bomber actually over the target area and silhouetted against the flares dropped by previous aircraft. Attacks are now being made by the R.A.F, by day as well as by night



THE FLYING-BOMB BASE AT NURCOURT AFTER THE R.A.F. ATTACK. At Nurcourt, as at St. Leu d'Esserent, there is a set of limestone caves formerly used for mushroom-growing. This spot is about 30 miles to the north-east of Paris. It was attacked by aircraft of Bomber Command on July 15. As a result, very large areas of subsidence can now be seen in reconnaissance pictures, showing where the roofs of the caves below the hill have collapsed. One of these subsidences measures approximately 15,000 square yards and is some 10 ft. deep; another, a hole of the same depth, is 6,000 square yards in area. There are several instances of penetration to the underground tunnels and cavities by individual bombs

DURING A RAID ON SOUTHERN ENGLAND : A seriously wounded woman being carried off by Civil Defence workers after a flying bomb had exploded whilst the victim was going about her everyday business

MANY HUNDREDS OF CHILDREN are still to be seen in the streets during raids. Here is a scene in one area, showing a number of them filing into a shelter after the Alert had been sounded

AN HISTORIC CONVENT DAMAGED BY A FLYING BOMB : The Tyburn Convent, near Marble Arch, and the Chapel beneath it, were both seriously damaged by a flying bomb recently. Several of the nuns in residence were injured, and American soldiers took part in the rescue work. The picture gives a typical instance of the damage wrought by the German missiles when they strike a largish London house

THE VICTIMS OF THE GERMAN "REPRISALS WEAPON" : Another injured woman being escorted to a First Aid Post after the explosion of a flying bomb. She has received injuries to her hand, and her dress has been torn by the blast

MEMBERS OF PARLIAMENT SEE THE A.-A. GUNS IN ACTION AGAINST THE BOMBS : A party of M.P.s has visited anti-aircraft coastal sites and gun sites, where they saw the guns in action against flying bombs. Among the party were Mr. Hugh Molson, M.P. for High Peak; the Rt. Hon. Walter Elliot, M.P. for Kelvingrove; Wing Commander James, M.P. for Wellingborough; and Sir Archibald Southby, M.P. for Epsom. At one gun site two bombs had been brought down just before the arrival of the visitors. In the picture above, from left to right, are seen—Mr. W. J. Edwards, Mr. Elliot, General Sir Frederick Pile (G.O.C.-in-C., Anti-Aircraft Command), Wing Commander James and Mr. Molson

ANOTHER ATTACK ON THE U-BOATS IN THE NORTH ATLANTIC: Forced to the surface and battered by gunfire, a German submarine is shown wallowing helplessly on the surface as its attackers close in on both sides. The vessels which took part were the Canadian corvettes "Fennel" and "Chilliwack" (both of 925 tons and armed with 4-in. guns) and the British destroyer "Icarus" (of the Intrepid class, 1,370 tons, 4·7-in. guns). The U-boat finally sank, and each of the ships involved in the action picked up survivors

AROUND the BATTLEFRONTS of the WORLD

On right—

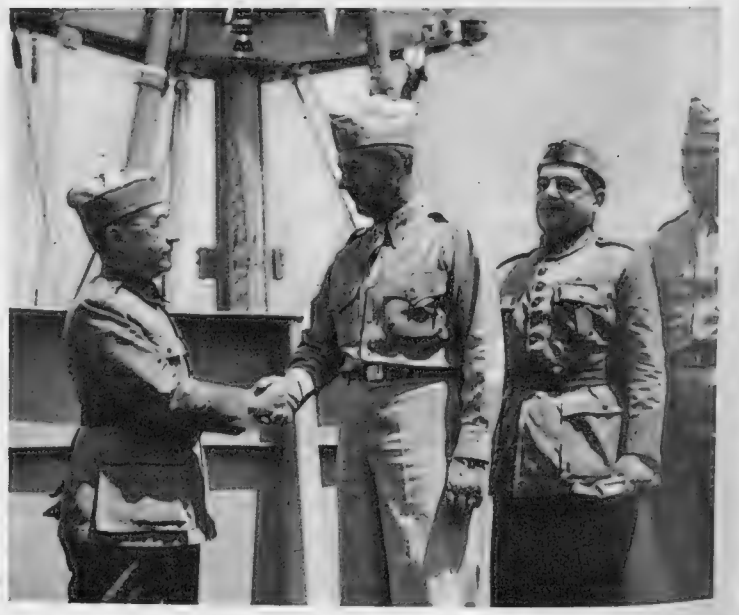
This photograph shows the U.S. Liberty ship, s.s. *Henry Bergh*, as she lay helpless after going aground early on the morning of May 31 on the jagged rocks of the Farallone Islands, 30 miles off San Francisco. The ship was returning to the latter port with more than 1,000 Navy personnel en route from the Pacific war theatres. Shortly after going aground by the stern the ship was abandoned, and the survivors were picked up from the cold Pacific by destroyers and other smaller vessels which had responded to the distress signals from the luckless Liberty ship. The last reports by the U.S. Navy officials disclosed that there was no loss of life in the whole incident

AN AMERICAN LIBERTY SHIP GOES AGROUND on the rocks off San Francisco and is abandoned. All the men aboard the vessel (which was serving as a transport) were rescued after she had sent out distress signals (*See note on left*)

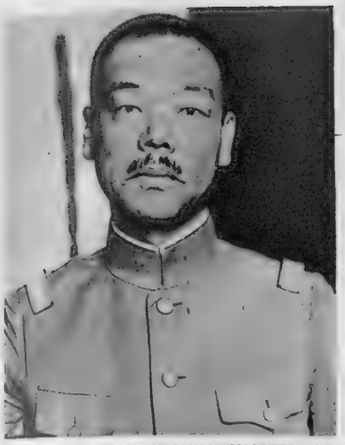
AN INCIDENT DURING A SURPRISE ATTACK ON THE ANDAMAN ISLANDS by the Eastern Fleet on June 21: Allied Naval units under the command of Vice-Admiral Sir Arthur Power, Second-in-Command of the Eastern Fleet, carried out a surprise air attack on Port Blair, in the Andamans, on June 21. Considerable damage was done to military installations, including the power-house, sawmills, workshops and motor-transport yard, and to the seaplane-base, where an oil fire was started. Two enemy aircraft were set on fire on the Port Blair airfield, where one Radar station was completely destroyed and a second heavily damaged. In spite of heavy A.-A. fire, only one aircraft failed to return. There was no attack on the Allied warships and no Japanese fighters were encountered. On returning to the Carrier, one fighter pilot had hydraulic trouble and was unable to lower his wheels. He had to jettison his plane and bale out. The latter is seen crashing into the sea (on left) and the parachute is seen floating down (on right). The pilot was picked up by a destroyer

ON BOARD THE AIRCRAFT-CARRIER OFF THE ANDAMANS. A Corsair fighter, flown by a Canadian pilot, with its wings folded on deck. On the elevator may be seen a large hole made by a Japanese A.-A. shell during the attack on Port Blair

LORD BEAVERBROOK FLIES FROM LONDON TO WASHINGTON in less than twenty hours: A picture of his party taken just before the flight. The Lord Privy Seal has just taken part in one of the outstanding flights of the war. Leaving London on Thursday evening, he was at Washington soon after lunch on Friday, July 21. He was a passenger on the return journey of a famous R.A.F. Transport Command Liberator which had made the round trip from Montreal to London and back to Washington in three days. This picture was taken just before Lord Beaverbrook took off: from left to right are—Mr. P. G. Masefield; Mr. G. M. Thomson; Mr. Geoffrey Lloyd, Parliamentary Secretary to the Ministry of Fuel and Power; Sir William Brown, Secretary to the Oil Mission; Lord Beaverbrook; Mr. Ralph Assheton, Financial Secretary to the Treasury; and Mr. V. Butler



A BRAZILIAN EXPEDITIONARY CORPS LANDS IN ITALY: This Corps, under the command of Major-General Mascarenhas de Morais, disembarked at Naples on July 16. It was welcomed by General J. L. Devers, Deputy Supreme Commander in the Mediterranean. The force, convoyed across the Atlantic by Brazilian warships, will fight beside the Allies on the Italian front. Above, General de Morais is being welcomed by General Devers, who boarded the vessel on its arrival at Naples. Brigadier-General Teixeira is standing on the right



THE TWO JAPANESE WHO SUCCEED GENERAL TOJO: General Kuniaki Koiso, Governor-General of Japanese-Occupied Korea, and Admiral Mitsumasa Yonai, former Premier, who have been chosen to form a new Japanese Cabinet. General Tojo, whom they succeed, has gone out of office in disgrace owing to the American occupation of Saipan and the coming threat to the Japanese mainland

THE GERMAN MASSACRE OF A WHOLE FRENCH VILLAGE: The burned-out skeletons of the houses in the village of Oradour-sur-Glane, where only seven out of 750 inhabitants escaped from the S.S.

THE FEEDING OF ROME BY THE ALLIES: Sacks of flour for the capital being unloaded from a tank landing craft. When the Allies arrived in Rome it was estimated that less than two days' flour supply was left in the city by the Germans, who took away as much as they could carry in their hurried evacuation. About 1,385,200 ration cards were being used, thousands of which were suspected of being forged or duplicated under the widespread corruption of Fascism. To add to the food shortage, the population of the city was swollen by more than 200,000 refugees, many of whom had no ration cards at all. The ration was only 100 grams of bread a day as the basic issue, with vegetables and fruit from the country at a premium in the thriving Black Market. To-day, ration cards are being provided for everyone, and the bread ration has been raised to 200 grams a day, the first step towards a standard ration for Italy. Hospitals and prisons are getting special diets because of special conditions, and children under three are given 140 grams of milk every five days. In the latter part of June, A.M.G. brought into Rome 10,000 tons of food. The average value of the daily business transacted was 2,350,000 lire, and 4,000 truck trips were necessary to haul the food

THIS IS THE RUIN OF THE CHURCH AT ORADOUR-SUR-GLANE, where the village women and children were burned to death by the Germans: On Saturday, July 15, a report was issued on the massacres by S.S. troops at Oradour-sur-Glane, a village some 16 miles from Limoges, one of the most barbarous atrocities perpetrated by the Germans in France. Out of over 750 inhabitants only seven escaped. Men were rounded up, pushed inside a barn and shot: after they had been slaughtered, the women and children were taken to the village church and burned alive. Other S.S. troops had, in the meantime, gone through the village drenching the houses with an incendiary product and then setting them alight. The two pictures given here show scenes in the village after the holocaust

W.R.N.S. AT GIBRALTAR—the officer in charge: Since the end of 1941, a number of W.R.N.S. have been serving on the Rock. Many of them work in the "Tunnel"—offices built below the ground: with 1,000 ft. of solid rock above them, this is probably the safest air-raid shelter in the world

THE WOMAN WHO WAS A.D.C. TO A BRITISH GOVERNOR-GENERAL and who now works for Greece and Britain—Miss Monica Nixon: This lady, who comes from Jamaica, is probably the only woman to have been A.D.C. to a Governor-General. To release a man for service she took up this work in 1942, under Sir Arthur Richards. She did the job so well that she stayed on in 1943 and worked for his successor, Sir John Huggins, until his own A.D.C. arrived. Now, at Greek House in Grosvenor Square, Miss Nixon is Director of Anglo-Greek relations; and above she is seen at work at her desk

The NEW CITY

What the City Council struction of the Area

Above—**NORTHERN ARM OF SUGGESTED RING ROUTE to carry through traffic :** The Ring Route is shown starting at Holborn Circus on right, passing St. John Street and Charterhouse Square to Aldersgate. Blackfriars Bridge is in the background. This and the other drawings are by J. D. M. Harvey, in conjunction with Mr. F. J. Forty, City Engineer

The Corporation of the City of London, that famous area which contains the Temple, St. Paul's Cathedral, the Guildhall, the Mansion House, the Bank of England, the Royal Exchange and Tower of London, has just issued the Report of the Improvements and Town-Planning Committee which was set up in November 1940, for the purpose of examining the possibilities of improving the physical conditions of life within its boundaries. The Report appears as an attractive volume setting forth the conclusions to which the Committee has come ; it is embellished with a number of drawings illustrating some of the main suggestions regarding a ring road for the relief of traffic congestion and also certain widenings of the area immediately surrounding St. Paul's Cathedral. The volume concludes with a number of specially drawn maps and plans, the purposes of which are made plain by adroitly used colour-printing. They set forth the areas in which special governmental, banking, commercial, marketing and warehousing activities take place, the density of traffic flows, the heights of buildings, the streets in which pedestrian traffic is densest and a special zoning chart to indicate the areas in which improvement could most easily take place. A plan is also given of the ring road, the construction of which the Committee suggest as a means of disentangling the class of traffic which has no real business in the City, but merely desires to pass through its boundaries in one direction or another. Much of the congestion which had existed in many of its famous streets would, the Committee feels, be automatically relieved by a route starting from Holborn Circus and passing eastward by way of Farringdon Road, Aldersgate Street, the Barbican, Fore Street, passing some of the recently exposed London Wall, down to the Tower of London area. The southern arm of the ring would pass westward near the river, by way of Lower Thames Street, passing under London Bridge and along the Embankment to Blackfriars, at which point there would be a north and south connection with a roundabout at Ludgate Circus.

The Committee's proposals, with regard to St. Paul's Cathedral, are by no means as drastic as those suggested by the Royal Academy Committee. It feels that the Cathedral might well be less encompassed by buildings than it has been, particularly on the south, east and

On right—**PROPOSED WIDENING OF CANNON STREET would reveal this view of St. Paul's :** By widening the north side of Cannon Street, an extended view of the Cathedral from the south-east would be obtained. It is presumed that the church of St. Augustine, with tower and spire on right, would be restored. The buildings on the right might be a comfortable height of about 60 ft.

On left—**A VISTA OF ST. PAUL'S SOUTH TRANSEPT revealed by leaving an open space :** The opening would show the south transept, and the height of the buildings would allow the campanile and cornice line to be seen from a suggested embankment on the southern side of the river. An embankment on the northern side is also indicated in the drawing

OF LONDON

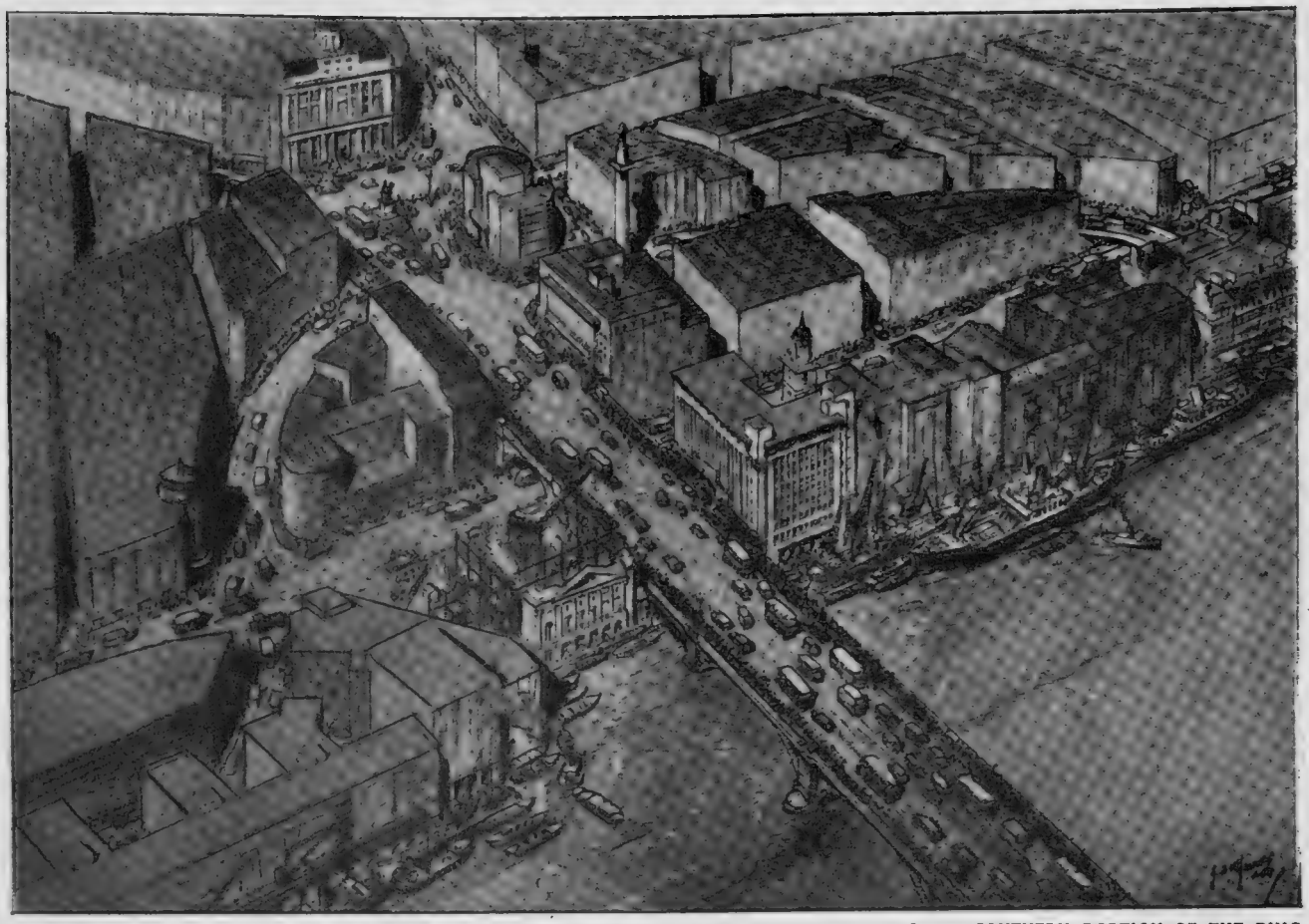
Suggest for the Recon-
Around St. Paul's

west sides. The building line should be confined so as to create a quiet formality, without forced symmetry. It also suggests the possibility of opening up a view of the south side of the Cathedral which would be visible from the river, across a proposed extension of embankments on both sides of the river. The Committee does not approve of any curtailment of the business activities of the foreshore eastward of London Bridge.

In general, the Committee takes the position that the City is not a virgin site which can be airily dealt with by the planner's pencil. It points out that it has been the scene of human activity for 2,000 years. Its markets have grown up as the result of real needs. It points out that the suggestions which it makes could not be carried out without very considerable cost, that underneath every main street in the area there is a complex mass of electricity, gas- and water-mains, and other connections, the removal of which under wide planning schemes would cost millions of pounds.

On the other hand, the Committee feels that as the heart of the commerce and banking of the nation, the City should be made as efficient as possible. It sees the desirability of a quick return to a high state of efficiency and it desires that the City should be prepared to meet the great demand of its citizens for facilities for the resumption of normal business.

As we have said, the whole problem has been most carefully examined and illustrated. What it is not so easy to demonstrate, within limited space, is the essential sanity of the volume.



Above—**SOUTHERN PORTION OF THE RING ROUTE seen at London Bridge :** The suggested route would pass under the northern approach to London Bridge, and a possible bridge approach to Billingsgate Market is indicated on right. A suggested traffic island appears on the left of the approach to London Bridge

On left—**ANOTHER VISTA OF ST. PAUL'S, seen from a widened Watling Street :** If Watling Street were widened to 80-ft., this view of St. Paul's would be obtained. The eastern end shows to the right of St. Augustine's Church. A buffer of low buildings could be inserted without detriment adjacent to the north end of the church, the Committee suggest

On left—**SUGGESTED WIDENING OF SPACE AROUND ST. PAUL'S CATHEDRAL and the position of the southern vista area :** This scheme would admit of an easement of space around the Cathedral without altering too radically the general feeling of the building standing in the heart of the City : the southern vista area is arranged at an angle so as to preserve the Heralds' College in Queen Victoria Street. Preservation of the City's ancient buildings is a distinctive note of the Report

On right—**THE WEST FRONT OF ST. PAUL'S revealed by a Ludgate Hill proposal :** By a modified adjustment of building lines on Ludgate Hill, the west front, with its coupled columns, would be revealed from a greater distance than at present. The removal of the existing railway bridge is, however, not pressed by the Committee

The THIRTY YEARS WAR—August 4, 1914 to August 4, 1944

The Changes Brought About by Time Since the Day when Germany Became the Principal Aggressor in Europe

Described by CHARLES GRAVES

"LET any European war break out—the war, perhaps, between the Triple Alliance and the Triple Entente, which so many journalists and politicians in England and Germany contemplate with criminal levity—if the combatants prove to be equally balanced, it may, after the first battles, smoulder on for thirty years, and what will be the population of London or Manchester, or Chemnitz or Bremen or Milan at the end of it?" (*The Great Society*, by Graham Wallas, June 1914.)

Frankly, I have no idea who Graham Wallas was, or is, but this remarkable prophecy of his is to be found as the opening paragraph of Volume I of the *New York Times History of the European War*, published 1915.

In the meantime, it would be interesting to know what name, or names, the historians of the future will give to the two World Wars. The German Wars? Perhaps. More probably they will lump them together as The Second Thirty Years' War, for that is what it became yesterday—August 4, 1944, from August 4, 1914.

You may say "Yes, but what about the long week-end between 1919-39?" The answer is (*a*) war was going on beneath the German surface all the time; rearming, reoccupying the Rhineland, and reorganising; overrunning Czechoslovakia, and so on; (*b*) the original Thirty Years War did not involve continuous fighting.

At this stage it is safe to make a wager that not one person in a 1,000 knows who fought whom, or when, in the "Thirty Years War"; and it would certainly astonish most people to learn that the aggressor militarist nation was Sweden, and that the Germans were the under-dogs.

Well, the Thirty Years War was between 1618 and 1648. It was due partly to religious and partly to political causes. The first fifteen years formed the religious period of the war, during which Bohemia and the Lower Palatinate fell into the hands of the Emperor. The offer of the Bohemian Crown to Frederick Count Palatine and son-in-law of James I, led to the invasion of Bohemia by the Imperial troops and to the defeat of Frederick in the Battle of the White Hill in 1620. His own Dominions in the Lower Palatinate were then invaded and, owing to James I's irresolution, were seized by Ferdinand, who gave them to Maximilian of Bavaria, the head of the Catholic League.

The war, which so far was ostensibly concerned with the Bohemian and Palatinate questions, then developed into an attempt of the Hapsburgs to form an Eastern Empire with the Baltic seaports under their control. The Lutheran Princes were quietened with assurances, while one army under Tilly and another under Wallenstein swept over North Germany.

In 1625 Christian IV, King of Denmark, alarmed at the progress of the Imperial Forces, came to the rescue of German Protestantism. But he was defeated at Lutter in 1626, and made the peace of Lubeck in 1639. Meanwhile, Wallenstein had practically succeeded in establishing the Hapsburgs over North Germany as well as over the Baltic.

In 1630, Gustavus Adolphus of Sweden came to the aid of the German Protestants, and, two months later, the Emperor was forced to get rid of Wallenstein. Thus deprived of the services of his great General, Ferdinand was unable to resist the Swedes, who marched into South Germany. After winning a battle on the Lech in 1631, where Tilly was mortally wounded, the Swedes found that Wallenstein had been restored to favour. On November 16, 1632, Gustavus Adolphus won the Battle of Lutzen, but was himself killed.

From then onwards until 1648 the war assumed a political aspect and became a struggle between France and Sweden *versus* the Hapsburgs of Austria and Spain.

The Swedes military aggression continued until 1709, when Charles XII was crushed at Poltava. For the past two centuries the Swedes have done little or no fighting. The stuffing was knocked right out of them, and their belligerency has consisted largely of effusions by Swedish military critics in the Swedish national newspapers. Some people think that Germany may be taught such a lesson this time that she, too, will join the ranks of the neutrals in future wars. Her aggression began in the 1860's and will have lasted roughly as long as that of Sweden, her predecessor in aggression. At the moment, however, I am more concerned with the aspect of the present Thirty Years War and what the national scene was thirty years ago to-day.

Income-tax was 1s. 8d. in the £. Consols were 71¼. Salmon at Billingsgate was 1s. 9d. per stone; soles were 1s. 3d. per stone. The newspapers carried advertisements showing that you could spend fourteen days on the Belgian coast for 89s. (including railway fares); or five days at Lugano, including stops in Paris, Lucerne and Andermatt, for 5 guineas (also including railway fares). A week at Killarney (including return fares) was 4½ guineas; while a week in Scotland (including return ticket and accommodation in Edinburgh) was 3 guineas.

Taxicabs were so rare that there were several Court cases in which fares refused to pay because the meters went on clocking up. The standard speed for motor cars was 25 miles per hour. Only cads played four-ball matches at golf. At the Oval Surrey scored 542 (Ducat 83, P. G. H. Fender 40). Notts scored 230 for 5 (J. Gunn 71, not out; Hardstaff 42).

Great Western shares stood at 110½; North Eastern shares were 116; Canadian and Pacific Railway 167; United Havana 78; Royal Dutch 41; U.S. Steel 55. Mr. Lloyd George was soundly attacked for "carrying his amazing financial methods a step further by the issue of a supplementary estimate for £1,893,224. His record Budget is not yet law, and already he finds that he requires nearly £2,000,000 more than is provided for."

Prince Henry (now the Duke of Gloucester) was just back for his holidays from Eton. The new plays scheduled for the Autumn Season were *The Bing Boys*, *Peg o' My Heart* and *The Little Minister*. Georges Carpentier was matched to fight Young Ahearne and Dick Smith, the latter for the Cruiserweight Championship of the world.

Son-in-Law had won the Goodwood Cup, and the Great White City at Shepherd's Bush was staging an Anglo-American Exhibition with "real water," real boats, an earthquake recorder and Pathéphone Concert. The chief attraction billed for Brighton was a demonstration of his water-plane by George Lusted, under the ægis of the *Daily Mail*. Genuine Persian rugs were advertised at £2 15s., and real Turkey carpets at £4 15s. Looking through the financial columns of the newspapers, one is struck by the fact that so few of the amalgamations to which we are now accustomed were in existence.

There was no such thing as jazz. The Royal Irish, the Connaught Rangers and the other famous Irish Regiments were still in existence, of course. There was no Irish Free State. The coal industry was booming. There was no radio (except Morse).

The R.F.C. was just beginning to separate itself from the Royal Engineers. Only a handful of Lewis guns had been manufactured for the B.E.F. Nobody thought about poison gas or tanks.

Scarcely any women smoked cigarettes. Virginian cigarettes were as "lowly" as the cinema, which catered almost exclusively for the servant-girl class. Telephones in private houses were very much the exception to the rule. Few men wore shoes. Ski-ing in Switzerland was only just beginning to be acknowledged amongst English visitors; it was introduced largely by Conan Doyle. Whisky was 2s. 6d. a bottle.

Life was pleasant and leisurely. Death duties had not begun to cut up the great estates. Nobody had refrigerators nor vacuum cleaners. Public swimming-pools, and even private bathrooms, were remarkably scarce. There were only two night clubs in the whole of London. Practically every newspaper cost a ½d. The country had, to all intents and purposes, been free from the immediate rigours of war for ninety-nine years. True, the Crimean War and the Boer War had intervened, but had been fought at so conveniently a long range that, among the civilian population, only the relatives of casualties had been affected.

Great Britain was richer than any other country has been before or since.

Then, the Thirty Years War started. . . .

THE SPHERE

AN ILLUSTRATED NEWSPAPER FOR THE HOME

THE CROWD OUTSIDE BUCKINGHAM PALACE AWAITING BRITAIN'S DECLARATION OF WAR

THE SPHERE

A WAR PROCLAMATION READ WITH HISTORIC CEREMONY IN LONDON CITY

On Monday, September 4, 1939

***Above*—THE FIRST PAGE OF "THE SPHERE'S" ISSUE OF AUGUST 8, 1914, showing the crowd outside Buckingham Palace awaiting Britain's Declaration of War against Germany. By that time the German armies were already on the march. *On right*—THE FIRST PAGE OF "THE SPHERE'S", ISSUE OF SEPTEMBER 9, 1939, showing the War Proclamation being read with historic ceremony in the City of London on the outbreak of the Second German War on September 3**

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this publication should not be taken as an indication that they are necessarily available for export

HOW A MARAUDER CAME HOME FROM THE CONTINENT. The crew of "By Golly" inspect their crashed aircraft at a French base. "By Golly" is a "lead ship" manned by a crew of nine. After they had unloaded their bombs on a Continental target, the aircraft received direct hits from enemy flak. One engine was knocked out, the hydraulic tank began to throw oil into the plane through the hatch, and the right rudder control became useless. The crew prepared to bale out over enemy territory, but were held back at the last moment by the captain. As all of them had carried out thirty-six operational flights together, they knew that their pilot had a good reason for his order. "By Golly" finally made it, and, in spite of the crash-landing, the whole crew is now safe. The landing was made on an Allied air-strip in France. In the above picture the following are seen—pilot, standing by propeller; from left to right—co-pilot, navigator, waist gunner, radio operator, tail gunner, radio operator, bombardier and top-turret gunner

NEWS ITEMS from Many Quarters

A HUGE CASH REGISTER TO RECORD THE BOND PURCHASES in the new American War Loan drive: Thousands jam Times Square, in the heart of New York City, to watch a huge cash register record the day's total purchases of bonds in the fifth U.S. War Loan drive. New Yorkers did not wait until the official opening, but on the day before made initial purchases amounting to over 18,000,000 dollars, the sum shown on the register in the above picture. The campaign throughout the States was inaugurated by President Roosevelt on June 12, when he made an address from Washington. In previous drives, 32,000,000,000 dollars'-worth of bonds were purchased

GEORGE FORMBY GOES TO FRANCE to entertain the troops: The famous star of stage and screen has already been to North Africa and elsewhere in the Mediterranean. Now he has been paying a visit to the troops in Normandy—accompanied by his wife, Beryl. His first show was given aboard a former minesweeper, H.M.S. *Ambitious*, now in use as a headquarters ship. Mr. Formby is appearing with one of the E.N.S.A. parties, each of which is equipped with scenery, lighting, microphones, amplifiers and sleeping accommodation. Here he is seen in the "Duck" which took him out to *Ambitious* for the performance

THE FIRST W.R.N.S. PILOT. During the invasion preparations, Leading Wren Pat Turner, aged twenty-one, earned the unofficial title of "Chief Wren Pilot" at a West Coast port, where she was given the job of piloting flotillas of invasion craft up and down the river. She joined the Service four years ago, without the slightest knowledge of boat-handling

FLOWERS FOR GERMAN SOLDIERS passing through Paris. "A group of Paris inhabitants eager to present their flowers to German soldiers passing through Paris on the way to the invasion front. Note the French volunteer soldier in German uniform in the foreground wearing the ribbon for East Front participants"—*German caption*

AMERICAN PRISONERS MARCHED THROUGH PARIS: "Paris civilians, enraged by the continuous air raids of their former Allies, gave Anglo-American prisoners on their way to rear-positioned prison camps a special welcome. German soldiers were busy to keep order. These Paris women were insulting the prisoners as they were passing through the capital"—*German caption* (Lord, keep our memory green!)—*Editor*)

THE "FORCES' SWEETHEART" IN KARACHI. At the end of her recent tour of the Burma front, Miss Vera Lynn, the well-known singer, broke her return journey at Karachi to sing to 2,000 British Service men. She has been appearing under the auspices of E.N.S.A.

The World of Books—By Vernon Fane

A CHOICE of NOVELS and OTHER BOOKS

Three New Works of Fiction; A Fleet Street Autobiography; A Book About "Eternal Russia"; And a Garden Encyclopædia

THIS week introduces a new author—or one, at least, who is new to me and who is a very happy find. Mr. John Prebble's short novel **WHERE THE SEA BREAKS** (Secker and Warburg. 6s.) is not faultless; it is not even very convincing as far as its theme goes, but it is the work of a man who can write, as distinct from the work of a man who has learned to sling words together acceptably.

His theme is the crew of a German bomber which has crashed on a small island, presumably off the coast of Scotland. Of the crew, only the first pilot, the navigator, the rear-gunner and the wireless operator remain alive. Their crash and the ensuing fire have not been seen by the islanders, as the land is shrouded in thick fog at the time. Before they set fire to the aircraft, the pilot orders the two guns to be dismantled, and with these they descend on the only group of buildings in the place, to find them inhabited by children, women and elderly men.

They kill one man and move in, setting up their guns to cover the cottages and the little jetty. The islanders, who are unarmed, offer no resistance, nor do they co-operate, and for a few days the Nazis hold the island; days of storm when no boat can reach them from the mainland, which for some reason they believe invaded and held by their own troops. By the time they learn their mistake from the wireless, their nerve has been badly shaken.

AN R.A.F. STAFF OFFICER'S DAUGHTER who is to marry an American Army officer: Miss Edith Monica Strafford is the daughter of Air Vice-Marshal S. Charles Strafford, Chief of Operations and Plans of the Allied Expeditionary Air Force. She is to marry Lieut. A. M. Evans, of the U.S. Army, who comes from South Carolina. This picture was taken at her home in Earl's Court, London

One of them has been killed after attacking a cottage woman; one of them is drunken and hysterical; one of them, of a more contemplative type than the others, finds his sympathies veering to the islanders' side, and the pilot is left with the shreds of his Party spirit.

The reader has seen from the first the inevitability of this collapse, so that the climax, with the villagers in their Sunday black slowly advancing on the little group of Germans and chanting a Psalm as they come, loses much of its drama, and loses more because one's own common sense urges that they could have done this and more some days earlier. But, as I have said, what is important here is not the story, which may or may not hold one, but the discovery of a writer with a lucid, unemphatic style whose next book is perfectly likely to combine this with a tale in which we can all believe.

I once heard Mr. Val Gielgud say (and he will correct me if I am mistaken) that radio plays had the seeds of death in them. The same idea, though in a very different connotation, must have struck Mr. Timothy Fuller at 3,000 miles distance, for he has written a very creditable murder mystery, in which the crime takes place during a rehearsal for a broadcast play.

The setting of **THIS IS MURDER, MR. JONES** (Heinemann. 7s. 6d.) is New England, and an abandoned house which is being used for a "stunt" reconstruction of a crime that actually took place in the house 100 years before. The actors, the men responsible for the whistling-wind effects, the writer of the radio programme and an amateur detective and his wife are all present for the final run-through of drama, before it goes on the air, when one of them is in fact murdered. And after him another. And after her. . . .

It's a lively little story, though not in the strict sense of that word, and I recommend it.

Mr. John Brophy, who has an admirable eye for the timely, appropriate and topical, is one of the first in the field with a novel about Malta in war conditions. **TARGET ISLAND** (Collins. 7s. 6d.) is the story of three Spitfire pilots, Canadian and English, based on Malta during the blockade and raid-troubled days of 1942. The Canadian is half in love with one of the Maltese girls, a young beauty called Manuela, and both Peter and Harry take a favourable view of the English girl Pauline, a "plotter" for the R.A.F.

After Harry's death in an air battle, Peter and Pauline fall in love in earnest, and she cheers and encourages him through the weeks of his convalescence from a crash, and through his moments of blackest depression over his flying abilities. Mac and his Manuela are not so fortunate in each other, and the parish priest watches anxiously for evidence of the behaviour of which he thinks them both guilty.

But Mac too is killed before Manuela can disappoint the priest, and she turns, more suitably in his view, to a Maltese gunner, to whom she becomes engaged. The book closes with the arrival of half the surrendered Italian fleet; a scene watched from the harbour walls by these two pairs of lovers, who have come through the hazards of bombardment and flirtation to be matched as eligibly as any four persons in the pages of Miss Austen's works.

You will not find another *Immortal Sergeant* here, or even a novel in that class. This is altogether too facile and too neatly contrived. But there are excellent passages where air-fighting or the comradely lives of the young men are described, and in these one rediscovers Mr. Brophy at his best and most authentic. For these alone, and for an incident when the two young pilots talk to each other in the clouds over the inter-com., the book is worth reading.

FLIGHT-LIEUT. P. M. C. HILL, who has lost his life whilst flying in Italy: On the night of June 2, a Baltimore light bomber of the R.A.F. struggled over the Italian mountains to attack an objective east of Rome. The target was reached and the mission completed, but the pilot lost his life. He was Flight-Lieut. Hill, son of Air Marshal Sir Roderic Hill, in command of the Air Defence of Great Britain: he was twenty-six years old and, like his father, started his war service in the Army, transferring to the R.A.F. in 1942

There is always a peculiar fascination about the memoirs of newspapermen and journalists. I don't mean by this those *prima donna* reporters who refocus history to their own eye-view, but those men whose life has been spent on the staff of great newspapers or periodicals, who may not have watched the news as it was being made, but who certainly ordered the shape in which it would appear.

Mr. Comyns Beaumont is just such a figure, and his volume of memoirs published this month will delight amateurs of the "inside story." He has met and known celebrities from A to Z, or Arlen to Zaharoff, and luckily for his present readers he has a good, trained memory that can record conversations and discussions, even fights and rows, from the past. **A REBEL IN FLEET STREET** (Hutchinson. 16s.) has none of the sweetness and light of a trite volume of reminiscences, and Mr. Beaumont takes some powerful cracks at one or two of the great, Mr. Justice Avory among them.

STALIN AND ETERNAL RUSSIA (Lindsay Drummond. 6s.) is a brief survey of Russian history from the sixteenth century, with its introduction of serfdom to the present day and its most recent developments, among which Mr. Walter Kolarz lists the revival of the Orthodox Church, the dissolution of the Comintern, a change of Russian foreign policy, the revival of classical literature and the return of the intelligentsia to Russian life.

Mr. Kolarz draws the conclusion that the so-called Bolshevik revolution was simply a national movement towards the liberation of Russia from foreign influence, which played a great role during the reigns of Peter the Great and Catherine, and he lays special stress on the driving out of the "Nemetz"—the Russianised German.

In an appendix, the writer gives 120 interesting little biographical sketches of men who are famous for one reason or another in Russian history, and lists among them such figures as Pushkin, Tolstoy, "Klim" Voroshilov and Stenka Razin. He seeks to prove that in the main the aims of Peter the Great were identical with those of Stalin—the single-minded desire to do their best for their country.

A man of such authority on the subject of gardening that he has edited books by Mr. Middleton and Mr. H. H. Thomas would obviously be the man for one's money if one had a gardening inquiry to make, and Mr. W. H. Steer, who exactly fills the bill, has solved most of our problems by editing an **ENCYCLOPÆDIA OF GARDENING** (Werner Laurie. 7s. 6d.). This reasonably priced book has altogether 900 entries, alphabetically arranged, and they include, as well as the names, habits and culture hints of flowers and vegetables, at least 200 items of practical advice.

Thus, under "D" you may find not only all you need to know about the dog's tooth violet, but four pages, with diagrams, on the art and practice of digging, whether single spit or bastard trenching. An invaluable book, I would say, for those whose enthusiasm for gardening outruns their practical experience.

HOW SHIRLEY TEMPLE HAS RETURNED TO THE SCREEN: It seems but a short time ago that the glamorous young lady above was America's favourite child star. She is now fifteen years of age and is to appear in more "grown-up" parts. For her return to the screen in *Since You Went Away*, she wore the dress in which she is pictured above—a navy-blue crepe-de-chine evening gown, with bodice and blouse of white chiffon

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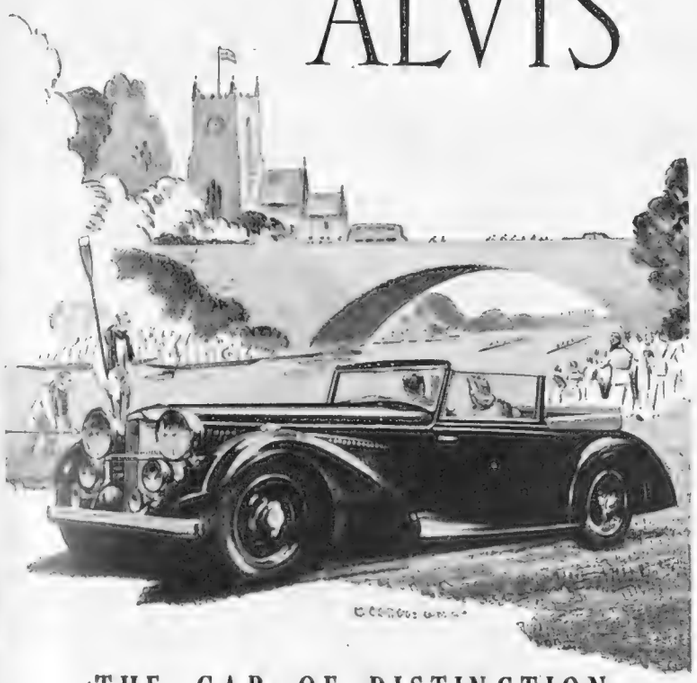

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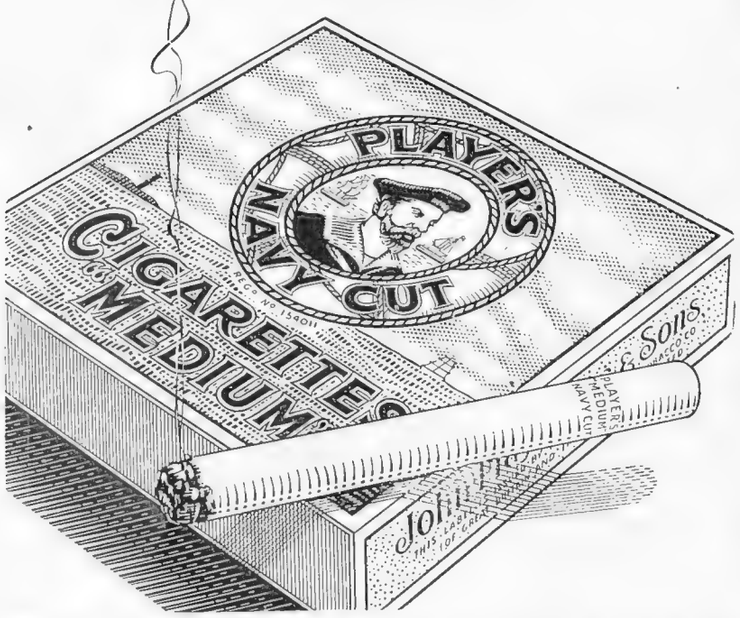

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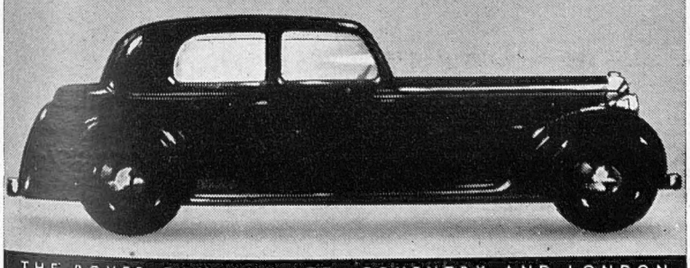

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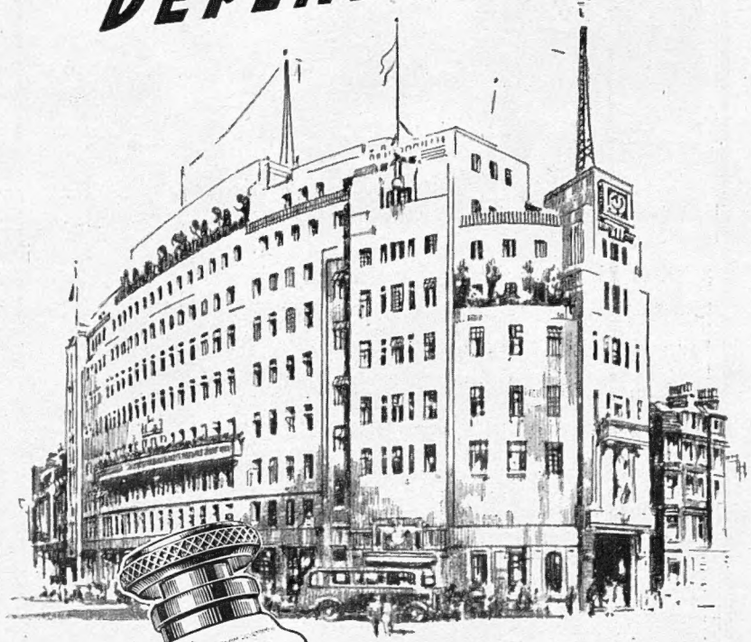

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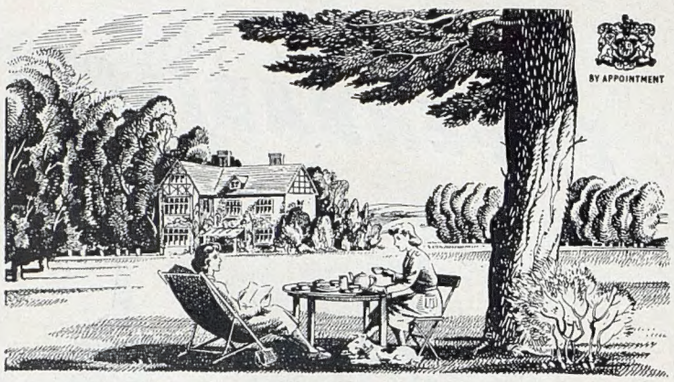

JOHN is always writing from Italy about the lawns and the paddock and how he's going to buy a new Atco motor mower and an Atcoscythe and goodness knows what when he gets back. The vicar's wife asked me if ATCO was something like UNRRA—an organization to restore the Oppressed Gardens of England.

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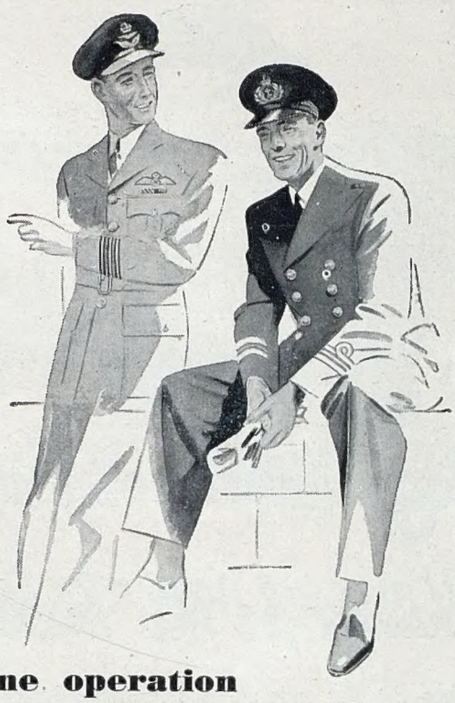

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